

Mails.

NORDDEUTSCHER LLOYD.

BREMEN.

IMPERIAL GERMAN MAIL LINES.

For STEAMERS To

NAPLES, GENOA, ALGIERS, GIBRALTAR, SOUTHAMPTON, ANTWERP and BREMEN. "BULOW" F. Prosch. WEDNESDAY, 12th January, Noon.

SHANGHAI, NAGASAKI, KOBE "PRINZ EITEL FRIEDRICH" Capt. E. Malchow. About WEDNESDAY 12th January.

MANILA, YAP, NEWGUINEA, BRISBANE, SYDNEY & MELBOURNE. "COLENZ" Capt. H. Raegener. FRIDAY, 28th January, Daylight.

KODAT and SANDAKAN "BORNEO" Capt. F. Sembill. End of January.

For further particulars, apply to

NORDDEUTSCHER LLOYD.
MELCHERS & CO.

GENERAL AGENTS, HONGKONG & CHINA.

Hongkong, 3rd January, 1910.

MESSAGERIES MARITIMES.

FRENCH MAIL LINES.

FORTNIGHTLY SERVICE TO and FROM EUROPE via SUEZ CANAL.

TO and FROM JAPAN via SHANGHAI.

FOR SHANGHAI, KOBE, YOKOHAMA, TOURANE, Bourge. 17th Jan., P.M.
MARSEILLES, via PORTS OCHANIEN, Seller. 18th Jan., at 1 P.M.
SHANGHAI, KOBE, YOKOHAMA, ARMAND BISHIC, Guionnet. 31st Jan., P.M.
MARSEILLES, via PORTS NERA, Martia. 1st Feb., at 1 P.M.

Transshipment on the Co.'s Steamers at Singapore for Batavia; at Colombo for Calcutta, Bombay and Australia; at Port Said for the Levant, Constantinople and Black Sea.
Through Tickets to London via Paris from £7.10 up to £7.10. 10 hours' railway from Marseilles to London.

Interpreters meet passengers at their arrival in Marseilles.

For further particulars, apply to

P. THOMAS,

AGENT,

4204 QUEEN'S BUILDING.

Hongkong, 4th January, 1910.

Intimations.

EYES RIGHT!

N. LAZARUS, OPHTHALMIC OPTICIAN,
CORNER OF D'AGUILAR STREET AND QUEEN'S ROAD.

WILL test your eyes free of charge, and if they are wrong will put them right.
Lenses Ground. All kinds of Repairs. Spectacles for all requirements.
Ask, or write, for Illustrated Booklet on "Defective Sight," free.
LONDON, GALCUTTA, SHANGHAI,
John Street, Bedford Row W.C. 60, Raffles Place 66, Nanjing Road

VETARZO BRAIN AND NERVE FOOD.

This remarkable compound, the result of the latest developments and achievements of modern chemistry, pharmacology, and therapeutics, is without equal in all cases of defective nerve power, whether induced by worry, overwork, unduly climatic, dissipation, excess, youthful impudence, or other influences incidental to the wear and tear and haste of modern life. Sleeplessness, trembling, palpitation, nervous dyspepsia, low spirits, mental and bodily prostration, muscular and local weakness, general and nervous debility, faulty nutrition, premature decay or delicacy of the vital forces, impaired vitality, harassing dreams, night disturbances, sudden attacks of dizziness, loss of memory, inability to perform the various duties of life, or to enjoy the pleasures and refreshment that can settle to nothing, irritability of temper, female complaints, hysteria, phases of brain and nerve exhaustion, are successfully combated by this highly scientific preparation. Bracing up the system generally, it gives tone to the exhausted nerves, arrests all weakening discharges, invigorates the system, restores the falling energies, and imparts new life and vigour to what had so recently seemed worn out, "used up," and valueless.

VETARZO BLOOD MEDICINE.

Never before was there anything like it, nor can its marvelous properties ever be equalled in all cases of poor blood, impurity, or other impurities of the blood from whatever cause arising. No sooner is it introduced into the system than it penetrates to the minutest capillaries, overcoming and expelling the virus of disease, wherever and in whatever form met with; removing all blotches, pimples, spots, scurf, scurvy, scrofulous and glandular swellings, rheumatism, roughness and unsightly patches, etc. Its effects are almost magical in the treatment of gout, rheumatism, sciatica, lumbago, neuralgia and swelling of the joints, diarrhoea, secondary symptoms, eczema, leprosy, psoriasis, bad legs, bad ulcers, ulcers, sores, galls or Dermatitis, neck, it improves the general health, and quickly removes long-standing bronchitis, asthma, and hacking, straining, spasmodic cough, (not the precursor of consumption).
CAUTION.—Ask for "VETARZO Brain and Nerve Food," or "VETARZO Blood Medicine," whichever is required, and see that you get them, as unprincipled vendors often try to palm off inferior preparations (usually their own manufacture) for the sake of extra profit. Price is stipulated. Every genuine bottle of these medicines bears the British Government Stamp with the words "VETARZO REMEDIES," improved. However, in white letters on a red ground, by direction of His Majesty's Hon. Commissioners. Registered Trade Mark "VETARZO." Best proceedings will be taken against persons selling inferior imitations.
DO NOT BE DECEIVED BY A MISTAKE! A new medical compound, the result of the latest scientific and practical operations on marriage and full directions for removing certain disqualifications that destroy the happiness of married life. It also treats on urinary derangements, secondary symptoms, diabetes, etc., and an excellent should all to procure a copy. Post free in plain package on receipt of Postal Order, please send to the VETARZO Remedy Co., 60, Raffles Place, London, or of Agents for above medicines. Price 10 shillings Post Free.
Agents in Hongkong—TREASURER AND CO., LTD., BOMBAY, SYDNEY, and POONA.

Intimations.

THE YOKOHAMA DOCK CO., LTD.

No. 1 DOCK.	No. 2 DOCK.	No. 3 DOCK.
Docking Length..... 515 ft.	Docking Length..... 376 ft.	Docking Length..... 481 ft.
Width of Entrance... 80 "	Width of Entrance... 50 "	Width of Entrance... 63 "
Water on Blocks..... 28 "	Water on Blocks... 26 "	Water on Blocks..... 22.5 "

THESE DOCKS are conveniently situated in Yokohama harbour and the attention of Captains and Engineers is respectfully called to the advantages offered for Docking and repairing Vessels and Machinery of every description.

The plant and tools are of recent pattern for dealing quickly and cheaply with work and a large stock of material is always at hand, (plates and angles all being tested by Lloyd's surveyors).

Two powerful Twin Screw Towboats are available for taking Vessels in or out of Dock, and for taking Sailing Vessels in or out of the bay. The floating derrick is capable of lifting 40 tons.

Steam Launches of Biral or Wood, Lighters, Steel Buildings and Roofs, Bridge Work, and all kinds of Machinery are made on the premises.

Tenders will be made up when required and the workmanship and material will be guaranteed.

The cost of Docking, and repair work, will be found to compare favourably with that of any port in the world.

A large mooring basin is available alongside our own works for mooring vessels whilst under repairs.

Telephone: Nos. 376, 508, or 681.

Telegrams, "Dock, Yokohama," Codes A. B. O. 4th and 5th Edt.

Liebers, Soutta, A. 1, and Watlins.

Yokohama, April 28th, 1903.

F. BLACKHEAD & Co.,
SHIP-HANDLERS, SAILMAKERS,
COAL AND PROVISION MERCHANTS,
NAVAL CONTRACTORS
AND GENERAL COMMISSION AGENTS,
GROUND FLOOR,
ST. GEORGE'S BUILDING,
HONGKONG,
SOAP AND SODA MANUFACTURERS.

SOLE AGENTS FOR
HARTMANN'S RAHTJEN'S GENUINE
COMPOSITION RED HAND
BRAND, HARTMANN'S GREY PAINT,
DAIMLER'S PATENT MOTOR
LAUNCHES,
&c. &c. &c.

Sole Agents for
FERGUSON'S SPECIAL ORNAM
and
P. & O. SPECIAL LIQUOR SCOTCH
WHISKY, &c.

EVERY KIND OF
SHIP'S STORES AND REQUISITES—
ALWAYS IN STOCK
AT
REASONABLE PRICES
"HONGKONG, 24th March, 1909."

REGRET

You will NEVER if you

VISIT
MOHIDEEN &
THAHA,

in
D'AGUILAR STREET,
the
NEW JEWELLERS

AND DEALERS

in
CEYLON PRECIOUS
STONES

of every description, and
other GEMS.

Hongkong, 21st August, 1909.

To et.

GODOWNS, 10, DES VŒUX ROAD CENTRAL, formerly occupied by Messrs. Shaw, Tomes & Co.,
Apply to—
DAVID SASSOON & Co., Ltd.
Hongkong, 10th January, 1910.

AUSTRALIAN COAL STRIKE.

A JAPANESE SHIP.

One of the most interesting stages of the coal strike will be reached to day should the P. and O. Co's cargo steamer *Palermo* reach port, as expected, reports the *Sydney Daily Telegraph* of 2nd ult.

The steamer brings a shipment of between 5000 and 6000 tons of coal, intended only for the company's mailboats, and the fact that the shipment is Japanese coal may cause some trouble.

It has all along been a contention of the leaders of the strike movement that the hands employed about the wharves would refuse to handle any supplies that were brought from the East, and the present will be the first opportunity the men have had of putting any such threat into effect. No only will they be afforded an opportunity of showing what their intentions really are in this connection, but there are several other vessels on the way down that will give further scope for the display of strike tactics.

Following the *Palermo* are the *Pozna* and the *Pera* each of which will carry as much coal as does the vessel expected to arrive to-day. Whatever may be done in respect to the first of the three steamers will doubtless be the practice with regard to all, so that the fate which attends the *Palermo* in running the gauntlet of the strike will obviously be the fate of the others.

Less there might be any misunderstanding regarding the position the company intends to take up in connection with the *Palermo*, seeing that the mail service must be maintained, a communication has been forwarded to the Coal-lumpers' Union asking them to undertake the work of transshipping the coal. The company has always worked harmoniously with the union, and is anxious to maintain the satisfactory relations that have always existed.

"In any circumstances," the manager states, "the coaling will have to be done, seeing that the mail service has to be maintained. It has been made abundantly clear that the union rates of pay will be adhered to, and we are hopeful that the matter will receive due consideration at the hands of the officials."

The full text of the letter written by the company to the union is as follows:—
Sydney, December 1, 1909.

The Secretary,
Sydney Coal Lumpers' Union,
Miller's Point.

Sir,—I have to inform you that in consequence of the strike of coalminers it has been found impossible to obtain the regular supply of coal needed for this company's steamers from the usual source, and as it is imperative under any conditions that the mail services should be regularly maintained, it has been necessary to procure coal from other countries.

The company's steamer *Palermo* is due in Sydney to-morrow with 5000 tons coal, and my object in writing is to inform you that I am desirous that the handling of this (and other cargoes) shall be done by the usual men—with whom the company has no quarrel—working under Mr. M. Daley, the company's stevedore, under the usual conditions.

I shall be obliged by your letting me have an answer this afternoon, in order that I may make the necessary arrangements for dealing with the cargo in question.

Yours faithfully,
(Sgd.) E. TRELAWNY,
Superintendent.

UNION TO CONSIDER THE MATTER.

The secretary and the president of the union were seen by a representative of *The Daily Telegraph* yesterday afternoon, and each denied any knowledge of the matter. The fact was, however, the communication had not then reached the office.

"Supposing the offer were made," one of the officials was asked, "what would you do in the matter? Would you undertake the job, or would it be a matter for the Strike Congress?" "It will be a matter for the congress," he said, "so that at present I am not in position to say what will be done. The P. and O. company has always treated us fairly. The reason for the reference to the strike committee is that a new issue has been raised by the introduction of Japanese coal. There may be trouble otherwise may be none should the coaling be undertaken by others, but that is a contingency that affects the company more than anyone else at this stage."

COMPANY'S OTHER STEAMERS.

The *Mongolia* leaves on Saturday, and her cargo includes 500 tons of butter. It will, therefore, be serious if the steamer is delayed in any way. The *Marmora* is due to-morrow. She will bring up in the stream, and the coal will be transhipped from the *Palermo* to her at the mooring.

The *Felkner* left the harbour yesterday for Melbourne, and may be expected at the southern capital on Friday. She is hardly likely to be inconvenienced in any way.

In the course of an interview yesterday, Mr. Hughes, referring to this question, said it would be considered by the executive committee of the Strike Congress this morning. This executive committee, he pointed out, has now all the powers that are vested in the congress.

"I know nothing about the matter officially," he added, "indeed, I only heard yesterday afternoon that the *Palermo* was arriving to-morrow."

"Can you say what view congress will take of the matter?"
"No, I cannot. The details will probably be laid before congress by the secretary of the Coal Lumpers' Union. It is extremely unlikely that any steps will be taken to allow the vessel and the company to fully consider the matter."

Consignees.

FROM EUROPE.

THE H. A. L. Steamship.

"BRASILIA."

Captain Filler, having arrived, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, whence delivery may be obtained against Bills of Lading countersigned by the Undersigned.

Optional Cargo will be carried on unless notice to the contrary be given before TO-DAY.

All Claims must be presented within ten days of the steamer's arrival here after which date they cannot be recognised.

No Claims will be admitted after the Goods have left the Godowns and all Goods remaining undelivered after the 11th inst. will be subject to rent.

All broken, chafed and damaged Goods must be left in the Godowns, where they will be examined on the 8th inst. at 3 P.M.

No Fire Insurance will be effected by us in any case whatever.

HAMBURG-AMERIKA LINIE.

Hongkong Office.

Hongkong, 4th January, 1910.

S.S. "NERA."

COMPAGNIE DES MESSEGERIES MARITIMES.

NOTICE.

CONSIGNEES of Cargo from London ex a.s. *Dordogne*, from Havre ex a.s. *Dordogne*, and from Bordeaux ex a.s. *St. Louis Lallier* and *Ville de Cotte*, in connection with above Steamer are hereby informed that their Goods with the exception of Treasure and Valuables are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd. at Kowloon whence delivery may be obtained immediately after landing.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before TO-DAY, at Noon, requesting it to be landed here.

Bills of Lading will be countersigned by the Undersigned, Goods remained undelivered after TUESDAY, the 11th January, 1910, at Noon will be subject to rent and landing charges.

All claims must be sent in to me on or before the 11th January or they will not be recognised.

All damaged packages will be examined on TUESDAY, the 11th January, at 3 P.M.

No Fire Insurance has been effected.

P. THOMAS, Agent.

Hongkong, 4th January, 1910.

NOTICE TO CONSIGNEES.

THE P. & O. S. N. Co.'s Steamer.

"DEVANHA,"
FROM BOMBAY, COLOMBO AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company's Godowns at Kowloon, where each consignment will be sorted out Mark by Mark, and delivery can be obtained as soon as the Goods are landed.

This vessel brings on Cargo:—
From London, &c., ex a.s. *Montez*,
From Calcutta, ex S.S. *Sardinia*,
From Penang Gulf, ex S.S. *N. and B.*
P. & O. S. N. Co.'s Steamers.

Optional Goods will be landed here unless instructions are given to the contrary, within 6 hours.

Goods not cleared by the 12th instant, at 4 P.M., will be subject to rent.
No Fire Insurance will be effected by me in any case whatever.

Damaged Packages must be left in the Godowns for examination by the Consignees and the Company's representative at an appointed hour.

All claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognised.

No claims will be admitted after the Goods have left the Godowns.

E. A. HEWETT,

Superintendent.

Hongkong, 6th January, 1910.

NORDDEUTSCHER LLOYD, BREMEN.

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship.

"COLENZ."

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk in the hazardous and/or extra-hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Limited, at Kowloon, and West Point Godowns, whence delivery may be obtained.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 14th of January, will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 21st of January, at 9.30 A.M.

All Claims must reach us before the 25th of January, 1910, or they will not be recognised.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the Undersigned.

NORDDEUTSCHER LLOYD.

MELCHERS & Co.,

General Agents.

Hongkong, 7th January, 1910.

LEE YEE

HAIR DRESSING SALOON.

HAS ALWAYS ON HAND

CIGARS, CIGARETTES

AND

TOILET REQUISITES

FOR SALE

11, CASTLE STREET,

HONGKONG.

Hongkong, 10th January, 1910.

Entertainment.

Powell's
NEW
FABRICSIN
ENDLESS
VARIETY
FOR
WINTER
CURTAINS

PORTIERES.

WINDOW
DRAPERIES.MANTEL
DRAPERIES.CASEMENT
BLINDS.

CUSHIONS

AND
RE-COVERING
FURNITURE.SHOW ROOMS
FIRST FLOORALEXANDRA
BUILDINGS.

POWELL'S

Hongkong, 14th December, 1909. [30]

Public Company

THE CHINA LIGHT AND POWER
COMPANY, LIMITED.

NOTICE is hereby given that an EXTRA-ORDINARY GENERAL MEETING of the above named Company will be held at the Offices of Messrs. SHEWAN, TOMES & CO., Victoria Buildings, on SATURDAY, the 15th day of January, 1910, at 10 o'clock in the forenoon, for the purpose of considering and if thought fit confirming as a special resolution the subjoined resolution which was passed by the requisite majority at the Extraordinary General Meeting of the Company held on the 30th day of December, 1909.

That the Articles of Association of the Company be altered

1. By inserting therein immediately after paragraph 4 of Clause VIII. a new paragraph as follows:—

5. Whenever the Capital of the Company is divided into several Classes of Shares all or any of the rights and privileges attached to any Class may be modified altered sub-divided re-arranged or dealt with by Special Resolution of the Company passed pursuant to an Agreement in writing made between the Company and some member of the Class purporting to contract on behalf of the members of the Class provided such agreement shall be before the Special Resolution is passed be ratified by Extraordinary Resolution passed at a separate Meeting of the Class or by writing under the hand of the holders of at least two-thirds of the Shares of the Class and it shall be no objection to any such Agreement that it provides for a reduction of Capital otherwise than in accordance with the legal rights of the holders of shares of the Class or for the payment of a dividend or bonus otherwise than in accordance with the rights of the holders of the shares of the Class or for the allotment of shares credited fully or partly paid up in satisfaction or part satisfaction of such dividend or bonus and for the purposes of this Clause a Resolution shall be an Extraordinary Resolution when it has been passed by a majority of not less than two-thirds of such members of the Class entitled to vote as are present in person or by proxy at a separate General Meeting of the Class of which Notice specifying the intention to propose the Resolution has been duly given and so that the quorum of any such Meeting shall be three members at least of the Class and so that the Meeting shall be called in accordance with the provisions hereof.

2. By inserting immediately after paragraph 7 of Clause XVI. a new paragraph as follows:—

8. Any General Meeting declaring a Dividend may direct payment of such Dividend wholly or in part by the distribution of specific assets and in particular of paid up shares Debentures or Debenture stock of the Company or of any other Company or in any one or more of such ways and the General Managers shall give effect to such direction and where any difficulty arises in regard to the distribution they may settle the same as they think expedient and in particular may fix fractional Certificates and may fix the value for distribution of such specific assets or any part thereof and may determine that cash payments shall be made to any members upon the footing of the value so fixed in order to adjust the rights of all parties and may vest any such specific assets in Trustees upon such trusts for the persons entitled to the Dividend as may seem expedient to the General Managers. Where requisite a proper contract shall be filed in accordance with Section 7 of the Companies Act, 1900, and the General Managers may appoint any person to sign such contract on behalf of the persons entitled to the Dividend and such appointment shall be effective.

Dated the 31st day of December, 1909.

By Order,
SHEWAN, TOMES & CO.,
General Managers.

THE WEST POINT BUILDING
COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 11.45 o'clock A.M., for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 17th January, to TUESDAY, the 25th January, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong Land Investment and Agency Co., Ltd.

General Agents for the
West Point Building Company, Limited
Hongkong, 8th January, 1910. [85]

THE HONGKONG LAND INVESTMENT
& AGENCY COMPANY, LIMITED.

NOTICE is hereby given that the TWENTY-SECOND ORDINARY MEETING of SHAREHOLDERS in this Company will be held at the Company's Offices, Victoria Buildings, on TUESDAY, the 25th January, 1910, at 1 o'clock Noon, for the purpose of receiving the Report of the Directors, together with Statement of Accounts for the year ending 31st December, 1909.

The REGISTER of SHARES of the Company will be CLOSED from MONDAY, the 17th January, to TUESDAY, the 25th January, (both days inclusive), during which period no transfer of Shares can be registered.

By Order of the Board of Directors,
A. SHELTON HOOPER,
Secretary.

Hongkong, 8th January, 1910. [36]

YEE SING,
No. 4, DAQUILAN STREET.

MANUFACTURE WHOLESALE AND
RETAIL DEALERS

In all kinds of hand-made
DRAWN and EMBROIDERED CHINESE
LINE GRASS CLOTH, FEWTER
WARE, &c.,
all of the best quality.

Hongkong, 17th December, 1909. [41]

DR. SCOTT'S PLANS.

ANTARCTIC EXPEDITION PREPARATIONS.

Good progress is being made in the preparation for Capt. Scott's Antarctic expedition (officially designated "British Antarctic Expedition, 1910"), and one member of the staff was to leave for Siberia before the end of the year to obtain the necessary dogs and ponies.

Capt. Scott himself has only this week been relieved of his appointment at the Admiralty in order that he may devote the whole of his time to the work of his expedition. Reuter learns. Work has already commenced on the ship Terra Nova, and the removal of oil tanks with other minor work is in progress. Any structural alterations will probably not be taken in hand until early in the year, so that the workmen may have the advantage of lengthening days.

The selection of all the members of the scientific staff has not yet been definitely made, but it is gradually getting into shape. Dr. Wilson, chief of the scientific staff, will also be zoologist and artist. His task will include the general organization and distribution of work and the correlation of results.

THREE GEOLOGISTS GOING.

It is anticipated that three geologists will be taken with the expedition. One of them is Mr. Mackintosh Ball, director of the Geological Society of New Zealand, who has volunteered his services, which will be readily accepted if his Government grants him the necessary leave. The second geologist, it is hoped, will be secured in Australia, through the good offices of Prof. David, of Melbourne University. The third geologist will be selected in this country.

Mr. R. Simpson, of the Indian Survey Department, will be the physicist of the expedition. He is a graduate of Manchester University, and has been specially recommended by Prof. Schuster. He is now on his way to England from Simla. A second physicist will also be taken, but final arrangements with regard to him will only be made after consultation with Prof. Simpson.

Two, and possibly three, biologists will be included in Capt. Scott's personnel, and steps are being taken to secure gentlemen having special knowledge of marine biology. With Dr. Wilson will be associated a second doctor, who will study botany and bacteriology, giving particular attention to the investigation of blood parasites.

THE MEN WITH PONIES AND DOGS.

The services of Mr. C. R. Meares, the well-known traveller who lately completed a most interesting journey on the Chino-Tibetan border, have been secured for the expedition. He is leaving England almost immediately for Eastern Siberia to obtain ponies and dogs for the expedition. Mr. Meares has close knowledge of the region he is about to visit and of the languages spoken there. He will probably have to travel long distances to obtain the best dogs—hence his early departure—but hopes to find it easier to secure the ponies required. He will collect his animals at Vladivostok, whence they will be sent to Kobe and transhipped for Australia and New Zealand.

Mr. Meares will join the Terra Nova in New Zealand.

Other members of the expedition will be selected in time for them to prepare themselves to assist efficiently with magnetic and meteorological observations.

The leading parties will probably consist of 30 men in all, 25 of whom will be at the large station and five at the second station. The position of these stations will be alternatively E. or W. of the barrier, according to circumstances. The numbers given are, of course, in addition to the staffs of the ship, which will return to New Zealand after landing Capt. Scott and his companions.

MOTOR SLEDGE TO BE USED.

An improved motor sledge, of a type tried successfully last year in Norway, is being constructed for the expedition, and will undergo further trials, for which purpose Capt. Scott will proceed early next year with the motor sledge to Norway. There further trials will be made in February or March, when the snow will be in fit condition.

With regard to equipment, steps are also being taken to order skins of young reindeer for fur sleeping-bags and the best kind of fionaske or fur boots, which have to be obtained from Lapland, and also the best class of wood for sledges, etc. Details with regard to these matters will be adjusted when Capt. Scott visits Norway.

FIRE AT YOKOHAMA.

HEAVY DAMAGE.

Shortly after 7.30 p.m. on the 28th ultimo a policeman observed clouds of smoke issuing from a godown behind the premises on the Bund at Yokohama occupied by Messrs. Yamabe, photographers. An alarm was at once given, but by the time the fire brigade arrived it was obvious to the most casual observer that the premises occupied by the photographers were doomed. The building was constructed of wood, with a few bricks for supports, and detached, the nearest buildings being the premises occupied by Messrs. Oppenheimer on the one side, and Messrs. Strom's godown on the other. For about an hour after the outbreak the fire was confined to the building in which it originated, and had almost died down when it was noticed that the premises of Messrs. Oppenheimer were on fire, the heat generated in the next building having ignited the roof. In a few minutes, says the *Yokohama Herald*, the fire had spread in all directions and the building was a sea of flame, the efforts of the fire brigade having no effect whatever. For some time the onlookers had been watching the roof of Messrs. Strom & Co.'s godown, a fine brick and stone building with steel shutters over the windows. Rings of smoke were first noticed, and several foreigners drew the attention of the firemen to the impending danger, but were met with a rather abrupt "daijoubu."

By this time the guests in the Oriental Palace Hotel had become really alarmed, especially

as the smoke from the roof of Messrs. Strom's godown had greatly increased in density. At last smoke was seen issuing from between the steel shutters in the front of the godown, and again the attention of the firemen was drawn to the obviously dangerous state of the roof. Again the "daijoubu" was forthcoming, until great clouds of pungent smoke, interspersed with tongues of flame, awakened the firemen to the fact that something ought to be done. The introduction of the hose through the Oriental Hotel window did not serve to allay the fears of the guests, and immediately a rush occurred to save personal belongings.

Suddenly, to the intense surprise of all except those who had been watching the increasing volume of smoke issuing from the godown, a streak of flame burst through the smoke and ran along under the eaves of the godown roof. The firemen now became really interested, more so when, with a mighty roar, a great sheet of flame burst through the roof. With terrible rapidity the flames searched every corner of the upper floor of the godown, finding all encouragement with the large stocks of straw-braid, celluloid, and silk contained there.

Meanwhile Messrs. Oppenheimer's premises were being engulfed, and five firemen were injured by a falling wall. The scene, too, at the Oriental Palace Hotel was indescribable. The guests, gathering up their belongings, made the best of their way out, and a number of foreigners assisted the "boys" in clearing the furniture into the street. Such was the panic, that beds and other things were thrown from the top floor into the verandah, but the appearance of several military policemen introduced some measure of order in the building and put a stop to the destruction of furniture by the firemen, who up to this stage had been throwing it from the balcony into the street.

Sixty men from the German cruiser "Arcona," together with several foreigners, formed a bucket brigade and extinguished the woodwork as soon as it was ignited. The heat inside the Oriental Hotel became intense, and it was shortly discovered that the roof was alight. Again a bucket brigade, rendered good service, and Superintendent Morgan, although injured by the falling wall, directed operations on the roof. The fire-resisting qualities of the Oriental Palace Hotel building was amply proved, for although the flames from the godown completely enveloped one side of the hotel, the damage by fire was limited to the destruction of the window frames.

Water damage in the hotel, however, was very extensive, and on one side the water found its way through every ceiling to the ground floor. By 11 p.m., all danger was over, and the great crowd which had gathered gradually melted away. Altogether four buildings were completely destroyed, these being the premises of Messrs. Yamabe, Messrs. Oppenheimer & Co., Messrs. Strom & Co.'s godown and a godown immediately behind Messrs. Yamabe's premises. As stated above, the Oriental Palace Hotel was very badly damaged, chiefly by water. Forty seamen from the U.S.S. "South Dakota" came ashore, but were told by the police that their services were not required.

Among those people staying at the Oriental Hotel were many who had journeyed up from Tokyo to be present at the ball, given at the Deutsche-Asiatische Bank, and as soon as the news of the fire reached them, many left for the hotel to secure their belongings. Four firemen were severely injured by the falling wall, but fortunately these are the only casualties. The damage is as yet unknown but will probably amount to several hundreds of thousands yen.

Intimations.

NOTICE.

THE ANNUAL MEETING OF THE HONGKONG BENEVOLENT SOCIETY will be held in the CITY HALL on TUESDAY, January 11th, at 5.15 P.M.
Hongkong, 5th January, 1910. [79]

Benger's Food is mixed with fresh new milk when used, is dainty and delicious, highly nutritive, and most easily digested. Infants thrive on it, and delicate or aged persons enjoy it.

Benger's Food is sold in tins, by all Chemists, etc., everywhere.

BENGER'S
FOOD

THE
CHINA PROVIDENT LOAN AND
MORTGAGE CO., LD.

(CAPITAL PAID UP £1,500,000)

Loans on Mortgage of House Property, &c.
Goods received on Storage.
Advances made on Merchandise.
Loans made on the Provident System.
(Rates and Particulars on application).

THE OFFICE OF
TRUSTEE, ATTORNEY OF WILLS,
AND ESTATE AGENT.

Undertaken and Executed.

SHEWAN, TOMES & CO.,
General Managers.

Hongkong, 19th March, 1909. [41]

Notice of Firms.

CHARGEURS REUNIS.

BY Mutual Agreement between the Compagnie des Messageries Maritimes and the Compagnie des Chargeurs Reunis, the HONGKONG AGENCY of the CHARGEURS REUNIS will, from the 1st January, 1910, be transferred to Messrs. P. A. LAPICQUE & CO. (Queen's Building No. 4).

CHARGEURS REUNIS,
P. A. LAPICQUE & CO.,
Agents.

MESSAGERIES MARITIMES,
P. THOMAS,
Agent.

Hongkong, 29th December, 1909. [86]

NOTICE.

NOTICE is hereby given that we have appointed Mr. C. MING SHAN as SOLE MANAGER of our Firm and that all receipts and other documents purporting to be made by us must bear his signature without which the same will not be recognized by us.

AH YUNG AND COMPANY,
No. 18, Victoria Street.

Hongkong, 8th January, 1910. [84]

Auctions.

PUBLIC AUCTION.

THE Undersigned will let by PUBLIC AUCTION,

on
WEDNESDAY,

the 12th January, 1910, at 3 P.M., on the spot, The Several Lots Numbered 1 to 19 on Plan to be seen at the Auctioneers' Office, for erection of

BOOTHS and MATSHEDS
on the Government Ground adjoining the Race Course, North of the Grand Stand Enclosure.

TERMS:—Cash.
For Plan and Conditions of Sale, apply to—
HUGHES & ROUGH,
Government Auctioneers.

Hongkong, 6th January, 1910. [83]

PUBLIC AUCTION.

THE Undersigned has received instructions to sell by PUBLIC AUCTION,

on
WEDNESDAY,

the 12th January, 1910, commencing at 11 A.M., at The Hongkong and Kowloon Wharf and Godown Co.'s Godowns, 73,758 BAGS FLOUR.

Comprised of the following marks:—Dayton, Everet, Rooster, Mowtan Peony, Lobster, Peach, Bony Owl, Angel, Angelic, Fairy and Grape.

(All more or less damaged ex s.s. *Selva*).

TERMS:—Cash on delivery.
For further Particulars, apply to
G. L. LAMBERT,
Auctioneer.

Hongkong, 8th January, 1910. [88]

PARTICULARS AND CONDITIONS OF

the letting by Public Auction Sale, to be held on MONDAY, the 17th day of January, 1910, at 3 P.M., at the Offices of the Public Works Department, by Order of His Excellency the Governor, of ONE LOT OF CROWN LAND at Kau U Fong, in the Colony of Hongkong, for a term of 75 years, with the option of renewal at a CROWN RENT to be fixed by the Surveyor of His Majesty the KING, for one further term of 75 years.

TERMS:—Cash on delivery.
For further Particulars, apply to
G. L. LAMBERT,
Auctioneer.

Hongkong, 8th January, 1910. [88]

PARTICULARS OF THE LOT.

No. of Sale.	Boundary Measurements (Approximate).	Contents in Square Feet.	Annual Rent.	Upset Price.
No. of Sale.	Boundary Measurements (Approximate).	Contents in Square Feet.	Annual Rent.	Upset Price.
1	83' x 54' x 45' x 45'	305 (about)	4	1,330
2	83' x 54' x 45' x 45'	305 (about)	4	1,330

Hongkong, 8th January, 1910. [89]

Intimations.

JUST LANDED:

The well-known and famous brandy

"Bisquit Dubouche & Co."

Per Bot.

XXX Very Old Fine\$2.50

V.O.C.B. Guaranteed 20 Years

Old 5.50

QUINQUINA? ALSO

QUINQUINA? DUBONNET?

FRENCH STORE,
Sole Agent.

Hongkong, 30th April, 1909. [47]

PABST EXTRACT

THE best TONIC for keeping in perfect health in the Tropics.

It is a liquid food in predigested form, containing all the bracing, soothing and tonic effects of the choicest hops. Nearly Non-alcoholic.

Highly recommended by the local medical profession in cases of Debility after Malaria, from overwork or other causes, Anemia, Nervousness or Dyspepsia. Samples on application.

ALSO JUST RECEIVED—

PABST (American) BEER, in barrels of 120 bottles.

In view of the arrival of the American fleet in a few days, please order early, as our stock is limited.

SIEMSEN & CO.,
Agents.

Hongkong, 15th December, 1909. [40]

Intimations.

HARBOUR MASTER'S DEPARTMENT.

IT is hereby notified that information has been received from the Military Authorities that GUN PRACTICE (Movable Artillery) will be carried out as under:—

On the 7th, 10th, 12th, 13th and 14th January, 1910:—

From Bagle's Nest in a Northerly direction, commencing at 9 A.M.

On the 8th, 10th, 11th, 12th, 13th and 14th January, 1910:—

From Sea Vista in a direction of from South-East to South-West, commencing at 10 A.M.

If the weather is unfavourable on any of the above dates, practice will take place on the following day.

All ships, junks and other vessels are to keep clear of the range.

BASIL TAYLOR,
Commander, R.N.,
Harbour Master, &c.

Hongkong, 5th January, 1910. [81]

NOTICE.

MR. LI HON FAN, a Chinese graduate versed in literature, has been a teacher to European officials and merchants in this Colony for over ten years.

He has a good method of training Europeans to pass in the Chinese examination, and is possessed of a first rate certificate as a Chinese teacher. He has also a good knowledge of Mandarin.

Those who intend learning the Chinese language are requested to write care of *Hongkong Telegraph* office or direct to 37, Hollywood Road, and floor.

Hongkong, 3rd January, 1910. [1]

"SOLIGNUM."

A PERFECT preservative stain for Wood, Stone, and Brickwork.

It protects against Decay, Fungus, Dry Rot, the Ravages of Insects and Vermin (especially the white ant) and the action of the weather.

"Solignum" really does what is claimed for it, as may be seen from the testimonials of the Governments of India, the Sudan, &c.

In Drums and Barrels of various colours.

Prospectus and all further information from

SIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.

Hongkong, 7th December, 1909. [42]

MOTOR CARS

FOR HIRE.

THE ONLY GARAGE IN TOWN.

SIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.

Hongkong, 7th December, 1909. [42]

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THE ONLY GARAGE IN TOWN.

SIEMSEN & CO.,
(Machinery Dept.) Hongkong,
Sole Agents.

Hongkong, 7th December, 1909. [42]

MOTOR CARS

Intimation.

A. S. WATSON & CO.,
LIMITED.

ESTABLISHED A.D. 1841.

AERATED WATER
MANUFACTURERS.

SPECIALITIES:

DRY GINGER ALE.

LIME FRUIT CHAM.

PAGNE.

ORANGE CHAMPAGNE.

STONE GINGER BEER.

PALATABLE

AND

REFRESHING.

Watson's

FRUIT SYRUPS.

mixed with aerated or plain water

make excellent refreshing beverages.

Guaranteed to be made from the

pure juice of sound ripe fruit.

A. S. WATSON & CO.,
LIMITED.

HONGKONG and KOWLOON.

Hongkong, 15th July, 1909.

(28)

NOTICE.

All communications intended for publication in "The HONGKONG TELEGRAPH" should be addressed to The Editor, 1, Ice House Road, and should be accompanied by the Writer's Name and Address.

Ordinary business communications should be addressed to The Manager.

The Editor will not undertake to be responsible for any rejected MS., nor to return any Contribution.

SUBSCRIPTION RATES (IN ADVANCE).

DAILY—\$55 per annum.

WEEKLY—\$18 per annum.

The rates per quarter and per annum, proportional Subscriptions for any period less than one month will be charged as for a full month.

The daily issue is delivered free when the address is accessible to messenger. Peak subscribers can have their copies delivered at their residences without any extra charge. On copies sent by post an additional \$1.50 per quarter is charged for postage.

The postage on the weekly issue to any part of the world is 50 cents per quarter.

Single Copies, Daily, ten cents. Weekly, twenty-five cents (for cash only).

The Hongkong Telegraph

HONGKONG, MONDAY, JANUARY 10, 1910.

A QUESTION OF LICENSES.

Without being in the least degree inquisitive, we wonder what is the sum total of the honour and glory which fall to those fortunate Justices of the Peace who are elected to serve on the Licensing Board? There must be something worth striving for, otherwise why should the Governor-in-Council solemnly lay their comprehensive heads together and formulate a long list of rules determining how the election shall be conducted, and how the candidates shall be nominated, and how the voters shall vote and so on. We were under the impression that all that was required of a Justice of the Peace who took

a seat at the Licensing Board was to gaze stolidly at nothing in particular, look preternaturally solemn, emit at intervals groans and grunts in imitation of the common or barn door oyl, and obey the command of the Captain Superintendent of Police. The Justices of the Peace have always been regarded more or less as driven sheep. If the police said "No," the Licensing Board said "No," and added "thank you for saving us the trouble of making up what we have the honour to call our minds." If the police said "Yes, the license should be granted," then "Unanimous" was the cry and there you were. The business all cut and dried, the proceedings conducted expeditiously and decorously, everybody happy and mirthful—except the poor applicant, perhaps—and all willing to fall on the neck of the Captain Superintendent of Police in recognition of his ability to save the time of the Court and the mentality of the Justices. Why then should the Governor-in-Council frame all these new rules about the election of Justices to the Licensing Board? The idea we imagine is that there will be a big rush for the position when the next election takes place and in order to restrain the enthusiasm of sporting Justices and quench the ardour of excited partisans. It has been deemed necessary to lay down the law sharp and definite so that the exuberance of the runners for the licensing stakes may be kept in check, to show that there is really something in our supposition that those who get the position of members of the Licensing Board will cause all the other Justices to break the tenth commandment into small and gritty chunks, we need only point out that there is no rule to guide the presiding officer in the event of there being no candidates for the office. That surely speaks for itself. If the Governor-in-Council thought for a minute that there might be a half-hearted response on the part of those entitled to enter the contest for a seat on the bench, he and his advisers would undoubtedly have made rules to deal with such a deadlock. But there are no such rules, nor are there any to say what shall be done if there are only two candidates for three vacancies. The entire list is framed on the principle that there will always be more candidates than vacancies, and that the great thing is to make the conditions so stiff and the handicap so heavy that the participants will not have the time to engage in a game of fisticuffs. What we should have liked to have seen in the rules was an order compelling every candidate to make a speech on his nomination. Then we might be able to select the wheat from the chaff, that is to say, the moderate drinkers from the (pet)otalers, the bigoted from the free-and-easy. One can imagine the enjoyment that could be obtained by asking a candidate the simple question—What is whisky? Or, better still, Define the difference between brandy and Hongkong brandy, giving examples to the electors. When we go into this question we see what pitfalls would be in their path. For instance, shortly after the duty on liquors was imposed, the hotel keepers resolved to raise the price of their spirits and malt liquors by five cents a glass for the former and five cents a bottle for the latter. When some poor deluded soul thought he would indicate his disapprobation of this extortion and called for Bovril he was quietly informed that the price of that liquor had also advanced by five cents. Now a candidate for Licensing Board honours ought to be in a position to tell the voters in what category Bovril comes, whether it is a spirit or a malt extract. We know that lemonade has a perceptible quantity of alcohol in its composition, but fancy a man getting inebriated on Bovril. All this has dragged us away from the point—What is it that induces Justices of the Peace to tussle for a seat on the Licensing Board? We should like to know for several reasons; but principally for one, namely, that if there is anything tangible in it we know a few right worthy brethren who could do justice to the job.

LOCAL AND GENERAL.

YESTERDAY at about 8.30 a.m. while a coolie, in the employ of Messrs. Weissmann, Ltd., was cleaning the show window, the ladder slipped and smashed the large plate glass to pieces. The coolie had a narrow escape from injury.

We are informed that the s.s. *Korea*, scheduled to leave for San Francisco on January 7th, will make a special call at Manila in order to provide direct service for passengers who desire to visit Manila during the Manila Carnival, which will take place on February 5th to 14th inclusive.

ACCORDING to native reports the Prince Regent has been anxious to keep himself informed of foreign news and has ordered Prince Ching to appoint a few translators from the Wangpu to attend at his residence daily and make translations of extracts from foreign newspapers for the Regent's perusal.

RETURN of visitors to the City Hall Library and Museum for the week ending the 9th January, 1910 (excluding New Year's day):

Library.	Museum.
Non-Chinese.....	430
Chinese.....	271
	210
	2,458
Total.....	640
	3,789

Sir Francis May, Sportsman.

COLONIAL SECRETARY'S NEW BOOK.

HISTORY OF PONY AND HORSE RACING IN HONGKONG.

Another illustration of the old adage that it is the busy man who has most time to spare is afforded by the appearance of a new volume on sport by Sir Francis May, entitled "Notes on Pony and Horse Racing in Hongkong." It was only a year or two ago that the Colonial Secretary published what we then termed a *vide murem* to the sport of yachting, but the sporting instincts of the writer were by no means exhausted with that subject. And in this brochure on "Pony and Horse Racing in Hongkong" we have a fresh example of the many-sidedness of the author. In one way, the book or booklet (it only extends to 38 pages) is far too modest and unassuming. It is a record of the early days of racing in Hongkong and nothing more. At first sight it seems to be merely a chronological list beginning at the year 1815, and one gets a feeling of disappointment that the author should have missed his opportunity of writing a really anecdotal history of horse racing in this Colony, especially when he is probably the best qualified in Hongkong to undertake such a task. As we get towards the end however we discover that when Sir Francis May has finished with his cold facts and data, he is inclined to unbutton himself of some of those reminiscences which are cherished by all true sportsmen, more especially when they have passed through the hurly-burly and excitement of youthful enthusiasm and entered on the quieter side of life. But here again, the perusal of these intimate little "personals" simply serves to incite the reader to ask for more. Sir Francis May only whets our appetite with his curtailed recollections. We can well believe, however, that long before he had completed the historical section of the work he had become well-nigh exhausted with the amount of trouble and research which were involved. No one who has not tried his hand at framing even an index of events can form the slightest conception of the mental and physical labour which is required in order to patch together even the most trivial occurrences. And when the end is reached the result at first sight seems so incommensurate with the exertion that the worker is almost inclined to feel annoyed. In this case, however, much valuable material which would otherwise have disappeared has been rescued from the lumber-shelves of the Library and other places, and the result is a handy book of reference which will appeal to all sportsmen in Hongkong, whether they are owners, riders, backers or simply on-lookers.

What led Sir Francis May to assume the duty of recording in semi-official form the meetings held under the auspices of the Jockey Club? That question, which was certain to have been asked, is answered in a preface to the book. The subject cropped up at one of the annual dinners of the Stewards of the Jockey Club, and before we go farther we must quote Sir Francis May's appreciation of the delights of these functions. He is speaking of the personalities of those present:

Their intimate conversation of four veteran Sir Paul Chater, a very Prince of optimists, fills our minds with confidence that the forthcoming meeting will eclipse all its predecessors in success while the thoughtful care of our Clerk of the Course ensures grateful refreshment to our bodies. Indeed, he who has not tasted York Ham à la Jardinière and Angel Pie prepared by the direction and under the supervision of Mr. T. F. Hough, can lay no claim to be an epicure.

It is Francis May tells us that it was at one of these functions not long ago that conversation turned on bygone days, when thorough-bred horses imported from England competed for the Blue Riband of the Hongkong Turf in Happy Valley.

As usual somebody sagely remarked that it was a pity there was no record of the races in the early days of the Colony and as usual Sir Henry stepped into the breach, saying that he would confer his labours to that period anterior to the time when the races were confined to China ponies. That he undertook a greater burden than he imagined at the time he made the offer we can well understand. As a matter of fact the collecting and collating of notes of this character entail far more trouble than the effective presentation of a mass of statistics. The work must have been rendered additionally troublesome owing to the unsatisfactory way in which the old records of the Jockey Club were kept. In those days, the page-papers were not so eager to get the very latest event into the very latest edition as they are now, a circumstance which is connected upon in these plaintive words by the author: "The accounts of the races published at the time do not supply the information in which the records are deficient." However, the completed record is wonderfully interesting and, wonderfully full of quiet material.

We do not propose to go very deeply into the chronological section of the "Notes," for that would be robbing the writer of his rights, but we may be allowed to dip here and there at random. To begin with, a good many people will be amazed to learn that the Hongkong Races during the administration of Sir H. Pottinger, 1841-44, were held in Macao, "for which purpose," says Dr. Eitel in his History of Hongkong, "a general pilgrimage to Macao occupied the latter half of the month of February in 1844 and 1845." Those were the great days, when a merchant could shut up his shop for a week or a fortnight, at a time sail away in a janyo schooner to Macao, not knowing or caring where he would be able to get back. Nowadays it is only by the skin of our teeth that we are able to pay a flying visit to the Raccourse at Happy Valley. It is becoming more and more evident that we were born ill-fated colony for race.

It seems that the first mention of the races being held in Hongkong was in 1846, but the Jockey Club record, 1, begins in 1849. It is quite clear however that the Jockey Club was well established by that time for the race meeting of 1850 is described in a newspaper of the day as the sixth annual meeting, and every year since has had its race meeting. At the 1850 races, it is recorded that Mr. (afterwards Sir) Robert Jardine, riding a horse named "Moss Trooper," the property of Mr. Jardine, hurt his leg by colliding in the race with "the bamboo railing." Sir Francis May adds:—"I understand he broke his leg." In the following year there was a quaint and humorous incident.

Some sensation was caused by the Consolation Race being won by a Sydney horse—that was taken out of a buggy and allowed to run to make a race, there being only two other starters.

That's something like sport. One wonders what became of that prize winner afterwards. Nothing of any moment is noted until we come to what is entitled "The advent of the China pony—High class English horse racing." In 1856 the first race exclusively reserved for China ponies was run, the entry being: "The Celestial Stakes for all China ponies entrance \$5 each with \$10 added, catch weights—1 mile." A pony belonging to a naval man won while an officer of the R. E. and another of the R. N. came in second and third on "Amoy Oysters" and "Hot Copper" respectively. The author adds ironically:—

There were two other ponies in the race ridden apparently by midshipmen. There is no record of the weights carried but there is the significant note "won easy"—all bolted! against this historic event.

In referring to the fact that it was at this meeting that China ponies first came into their own, and that a China pony for the first time in Hongkong was placed in a race for mixed doubles the following extract quoted by Sir Henry May from the local press of the day is well worth reproduction:—

"In truth, all the horses had had enough of it; and a walk-over would have been a sorry ending for one of the best Race Meetings ever held in the Colony and one that would compare with the best country meeting in England. The attendance was numerous—beyond ordinary both on the Grand Stand and enclosure and without it; and everybody—ladies and gentlemen, grooms and horse-keepers, Sons of Neptune and Sons of Han—seemed extremely well pleased with the sport afforded."

The quotation concluded with the pious hope "May 1857 be as good." Lively folk in those days, and remember that was the time when Great Britain had a Crimean War and an Indian mutiny on her hands. But as the good people of Hongkong could render no help why should they look mournful? They knew the old country would pull through somehow and so they kept up their spirits with horse-racing. In 1858 it was not the custom for the true sportsman to watch pony races. At least that is what we take to be the meaning of the following sentences which the author has culled from a local newspaper of that date:—

The pony races were remarkably good, but unfortunately we had no "Sporting Correspondent" on the field to record for us the feats of jockeyship. Luckily, however, I went off pleasantly—no spills even, save in the race for the "Native Issue," when several Celestials were suddenly transformed into Tormentals, to their own amusement and the intense amusement of the lookers-on.

In 1862 a new rule was promulgated, prohibiting any groom or professional rider from riding in the training after the 1st December till the date of the meeting (18th February). Two years later, however, the rule was altered to read "after the date of closing of the entries to date of meeting." In 1862 we meet the Garrison Cup and the German Cup for the first time. What will open the eyes of the ordinary reader is the immense value of many of the Cups. The Canton Cup was worth 150 guineas; the Garrison Cup—130 guineas; the German Cup 150 guineas; the Fookow Cup 300 guineas; while Cups worth 100 guineas were commonplace. In 1863 the Challenge Cup was valued at 500 guineas, so that a trophy was something like a trophy in those times.

In the early sixties the owners were busy importing horses from England and many of them had had luck, the animals in many cases dying on the voyage or injuring themselves beyond repair. It was in 1865 that the first race meeting at Peking was held and we feel compelled to quote Sir Henry May's quotation if only for the fun of the thing. The reference is to the Student Interpreters at the British Legation and it runs:—

"I see from the paper that a parcel of boys at Peking have celebrated the First Annual Races of that Metropolis, to the huge astonishment of gaping groups of Mongolians, Tartars and Tibetans. The farce of the thing is that, taking their cue from Sir F. Bruce, they have had a delicate fling at the missionary body by the simple method of naming one of the ponies *Rev. Mr. Mitchell*. I've seen the day when I would have enjoyed that as an exquisite joke; indeed, even yet I acknowledge the humour of the thing so decidedly that I should have put all my money on the divine had I been at Peking. The *Rev. Mr. Mitchell* would have not sold me either, for he won a half-mile race and came in third in a handicap. I regret to notice that the semi-profanity of which that student interpreter was guilty who called his pony the *Rev. Mr. Mitchell*, has proved contagious and been carried to decidedly profane lengths by his fellow interpreter, for one of them has named his animal after the arch enemy of mankind, while another, aiming to be more solemn, has named his as 'the Lord of the Universe.'"

It seems that the first mention of the races being held in Hongkong was in 1846, but the Jockey Club record, 1, begins in 1849. It is quite clear however that the Jockey Club was well established by that time for the race meeting of 1850 is described in a newspaper of the day as the sixth annual meeting, and every year since has had its race meeting. At the 1850 races, it is recorded that Mr. (afterwards Sir) Robert Jardine, riding a horse named "Moss Trooper," the property of Mr. Jardine, hurt his leg by colliding in the race with "the bamboo railing." Sir Francis May adds:—"I understand he broke his leg." In the following year there was a quaint and humorous incident.

template the pursuit of a career which shall end in ecclesiastical excommunication. In any event there is no evident relief for profanity in so naming the ponies; and the want of a Protestant clergyman in the Legation is clearly beginning to tell. I fear that Sir Frederick has only too much resemblance to Gallo of old, and that he "cares for none of these things." We live in strange times, brethren!

But we must hasten on or we shall never see the end of this compilation, which grows more fascinating the more one looks into it. The 1865 race meeting is noteworthy as being the first that Sir Paul Chater attended. All the ponies that ran at it and at all subsequent meetings were China ponies, he told the writer. From 1865 onwards horse racing gradually died out until to-day the China pony reigns supreme. The Jockey Club records are described as fairly complete from 1875, and the winners of the principal races are recorded in the appendix to the annual Race Book, so Sir Henry May contents himself with recording those facts which strike him as being of special interest. In 1873 the first Hongkong Derby was run and in 1875 the Fookow Cup disappeared from the programme, its place being taken by the Keeschong Cup.

Now we have finished with the chronicle of the races and come to the comments and reminiscences. Here in fairness to the author we must curtail the limits of quotation, although it is a trying job to refrain from picking out the plums that are so temptingly displayed. We may be allowed to note that in 1884 Sir Paul Chater, then a plain Mister, won 15 races with 16 different ponies out of a string of 13 which he had running. In addition two ponies trained in his stable, one for Mr. H. N. Mody and the other for Mr. T. Chater, a brother of Sir Paul's, won a race each, making 17 wins for the stable out of a total of 26 races run during the three days of the meeting. It is to be noted also that this was the first occasion on which Mr. Mody raced in Hongkong and his luck then does not seem to have deserted him since. As the author says: "Sir Paul Chater retired on these laurels and has not raced on the Hongkong Turf since. He has, however, been a most successful trainer of Mr. Mody's large and generally successful stable." Another record established by Sir Paul is in his attendance at the races. He has not missed a single meeting since 1855, and the next meeting will mark his 45th consecutive appearance at the Hongkong Races. Sir Francis May devotes paragraphs to all the old familiar jockeys who have made the local meetings the sporting and social events they are and tells a story about Mr. Lough with which we must reluctantly conclude. After describing Mr. Hough as the strongest rider he has ever seen in Hongkong or China, he tells how the genial Clerk of the Course broke his right leg when riding a pony of Mr. James Bell-ivings' for the Champion Stakes in 1894. He went to London to consult Mr. (now Sir Frederick) Treves, to whom he was introduced by the brother of Sir Francis May as a crack gentleman rider in Hongkong and China.

Mr. Hough was always a man of large frame who had to reduce his weight by over a stone and a half in order to ride. During the time he was laid up in Hongkong with his broken leg and on the voyage home, he had naturally put on a great deal of weight and when he appeared in Sir F. Treves' consulting room he must have weighed nearly 13 stone and his shoulders gave him the appearance of weighing more.

"This is Mr. Hough whom I have told you about," said my brother. "Oh, good morning, Mr. Hough," said Sir Frederick, shaking hands and adding *salvo voce* to my brother with that dry humour for which he is celebrated: "I say, May, do they race elephants in Hongkong?"

As we have said, and as we are fain to believe we have proved, "Notes on Pony and Horse Racing in Hongkong" is in its own way a veritable mine of interest and crystallised incident. That everyone who pretends to the name of sportsman will procure it goes without saying. We must confess, however, that we cannot congratulate those who are responsible for the form in which the "Notes" appear. The book is unhandy, unwieldy, unattractive and without any feature to distinguish it from some appendix to a blue book. Had it been brought down to pocket-size, say, and printed in bigger type, it would have doubled its pages and its bulk would have doubled the price, so that its character and contents could have been recognised at a glance when placed on the library shelf. As it is it will be hidden away and smothered unless care is taken that it is kept in the sport section of one's bookcase.

The book is on sale at the office of the publishers, Messrs. Noronha & Co., at the price of \$1 each.

HONGKONG LIGHTERS ADRIED.

SECOND STEEL VESSEL RECOVERED.

The other day we reported the recovery of one steel lighter, built in Hongkong for Manila, that had broken adrift on being towed down, by the s.s. *Indramayo* and taken to Singapore.

When the Norwegian steamer *Tungus* arrived at Manila from Poon Pen, last Saturday afternoon, at last, the vessel had in tow a new lighter which is supposed to belong to the military authorities although there are no identifying marks upon it. The lighter was picked up in the China Sea 900 miles west of the coast of Luzon, and is the second of the two steel lighters which were lost in the typhoon last October while en route to their destination. The recovery of these lighters is a fortunate circumstance, as both vessels were insured against total loss in a local marine insurance company. Though the underwriters may have to compensate the captain of the s.s. *Indramayo* and of the *Tungus* for salvage, such compensation will not amount to nearly the cost of the vessels both of which were fully covered to the extent of their value.

MACAO BOUNDARY QUESTION.

CANTON VICEROY'S MEMORIAL.

[From Our Own Correspondent.]

Canton, 7th December.

In connection with the question of the delimitation of Macao and while the negotiations between the Imperial Chinese Commissioner and Sir Joachim Machado were in progress, the Canton Viceroy, H.E. Yuan, in answer to an Imperial mandate submitted a memorial to the Throne, in which the Viceroy expressed his strong opinion in favour of the opening of the port of Heungchow. It was not until recently that the fact that the Viceroy's memorial had been submitted has become known and authority given for its publication. The following is a free translation of the document:—

The delimitation of the boundaries of Macao has been in negotiation between the Commissioners of the two countries for several months past, and it has not yet reached a satisfactory conclusion. I have been in receipt of a number of telegrams and letters, informing me of the fact that the Portuguese have, on many occasions, violated the treaty between China and Portugal, and that the delimitation question would probably result in trouble. From the present outlook of affairs, it is difficult for the Imperial Commissioner to deal with the matter and to settle it for the present. It is my humble opinion that, if we are to avoid great haste to push on the negotiations to a conclusion without careful and serious consideration of the surrounding conditions, while the Portuguese are persisting in their demands, there would undoubtedly be serious loss to our interest. Before the problem is solved we should take the opportunity of considering what other steps should best be taken against them "so as to save the firewood from burning altogether from under the pan in a stove." The ambition of the Portuguese is to encroach on Chinese territory and extend the boundaries of Macao with the hope of seeking commercial advantages. Macao is really not an important trade centre; the revenue of the Colony is almost entirely derived from the gambling and opium farms, and from the people of the underworld. The money thus collected by Macao is almost wholly from the people of South China. If we Chinese can all abstain from visiting Macao and not stake our money at the pleasure resorts there, the collection of revenue by the Colony will certainly show a considerable decrease.

The best plan for us to adopt for the present would be to open a commercial port in the close neighbourhood of, and in competition with, Macao. The people of the Heungshan district have recently selected a suitable place for development into a port which they have denominated the "city of Heungchow." The Vic-Viceroy of Canton, H.E. Chang Jen-chun, proceeded in person to make an inspection of the place and to perform the ceremony of laying the foundation stone of the new city, and he granted the people permission to raise money for the scheme. Heungchow is about 30 miles from Macao, having water communication by sea and with the inland waterways and having within its limits a harbour large enough for the accommodation of a number of steamers. Heungchow is also within close distance of the proposed line of the Canton-Chinese railway, so that when the railway is built great convenience will be available to the people for the transshipment of merchandise. If progress in the development of Heungchow is maintained, a large city will be created in one or two years, and it will then become a flourishing trade centre. I would beg to suggest that the Viceroy of the Liang Kwang provinces should be empowered to encourage the people in their work by exempting them from taxation of likin and other duties temporarily, until the port is fully developed. If the people fail to raise sufficient money for the project, Government should give them pecuniary assistance in the same manner as was done in the case of Tin Shau port in Kiangsu, for the erection of wharves, building roads, &c. with adequate protection from the officials. There is, of course, not the least fear of interference on the part of foreigners with our scheme of opening a commercial port. When Heungchow becomes a flourishing port, the trade of Macao will certainly dwindle to a considerable degree. Under the altered conditions of the time, when Heungchow shall have fully developed the Portuguese will find it is of no avail to resist in the question of the delimitation of Macao, and we will undoubtedly have secured the greatest advantage even though negotiations may have to be conducted after. The Imperial Commissioner should be furnished with confidential instructions not to have the question settled in an unsatisfactory manner at the present moment, but to adopt a Fabian policy and await his opportunity, when one does arise, to seize it, and the patriotic sentiment of the people would be further stimulated.

Since the opening of the negotiations between the respective Commissioners on the Macao delimitation, the Chinese in Macao, being in a state of great excitement, agreed not to farm the gambling monopoly there. Moreover, the appearance of the Portuguese warships in these waters has scared them, so the people in general are all determined to strongly oppose the Portuguese in the delimitation question even with their lives. We should now therefore encourage the people in developing Heungchow as far as possible and when the time comes, all trouble concerning the delimitation will melt away and in this way the friendly relations between the two countries will not be impaired.

ON Saturday, 11th inst., Guard Pablo Lacson, of the Inspector's staff at the Manila custom house, found a quantity of opium in the quarters of the Chinese crew on board the naval supply ship *Nirala*. The *Nirala* had arrived from Hongkong last day and Lacson was stationed on board. In the crew quarters 553 grams of opium, contained in five tin cans, were found, with one opium pipe. The crew was confined, but no arrests were made.

Telegrams.

"HONGKONG TELEGRAPH" SERVICE.

EARTHQUAKE AT SHANGHAI.

EXCITEMENT AT THE THEATRES.

[From Our Own Correspondent.]

Shanghai, 10th January.

Two distinct earthquake shocks were felt here on Saturday night.

Buildings in the city were shaken. Excitement prevailed at the theatres.

Fortunately there has been no damage.

CONFIRMATORY NEWS.

[By courtesy of the "Sheng Po."]

Shanghai, 9th January.

A severe shock of earthquake was experienced here on the 8th inst., at 10.50 p.m.

THE SHANGHAI TAOTAI.

CENSOR'S DENUNCIATION.

[By courtesy of the "Sheng Po."]

Peking, 9th January.

Censor Kwong Chun-lum has preferred several charges against Tsai Nai-huang, the Shanghai Taotai, in his memorial.

The Prince Regent is determined to pursue a searching inquiry into the matter.

CHINESE MINISTER TO PARIS.

RETURN TO CHINA.

[By courtesy of the "Sheng Po."]

Peking, 9th January.

The Chinese Minister in Paris left for China on the 4th inst.

The reason for his return to Peking is not known at present.

NAVAL BASES.

BRITISH EXPERTS ENGAGED.

[By courtesy of the "Sheng Po."]

Peking, 9th January.

Prince Shun Pui-lap, the Naval Commissioner, has secured the services of British engineering experts for the construction of Naval bases in China.

They are expected to arrive in China in the spring.

CANTON-HANKOW RAILWAY.

INVESTIGATION REPORT.

[By courtesy of the "Sheng Po."]

Peking, 9th January.

The Ministry of Posts and Communications has telegraphed to the two Commissioners—Lum and Leung—calling upon them to furnish at as early a date as possible their report on the investigation into the affairs of the Canton-Hankow Railway.

MANILA CARNIVAL.

Corpl. Andrews, the champion runner of Hongkong, will most probably leave the Colony next week by H.M.S. *Monmouth* for Manila, to take part in the forthcoming Carnival. The *Monmouth* will not go direct to Manila, she will call at Penang and other Southern ports en route. Should Corpl. Andrews not leave by the *Monmouth* he will take passage by the s.s. *Hubb*, and be there a few weeks before the Carnival, so as to get used to the track.

SALON-CINEMA THEATRE.

The Salon-Cinema Theatre is drawing full houses night after night. The management have arranged a special programme for to-night and to-morrow night, and by special request they will reproduce the magnificent film "Macbeth" which was taken in London by the "Cinema Roma". Those who have not yet seen this film should not miss this opportunity, as these are most likely the last two nights this picture will be shown here. Mr. H. Namwe the famous juggler, gives some fine exhibitions in walking balancing, etc., on the wire, and juggling a Japanese drum with his legs. Misses Doyle, McAlister and Ruby Chrysal are the usual favourites on the stage.

FOOTBALL LEAGUE.

Only one league match was played on Saturday afternoon, that of the Club vs. the Royal Engineers; the others did not come off. We understand the Lusitano Recreation Club has forfeited all the matches in the second division from Saturday, owing to their not being able to get their men together.

FIRST DIVISION.

H. K. F. C. vs. R. E.

The teams that lined up were as follows:—H.K.F.C.—J. Clarke (Goal), E. F. Aucott and J. McCubbin (Backs), H. Ricketts, R. G. Atlow and A. Gregory (Halfbacks), A. Alchison, A. Whitmarsh, A. Hamilton, J. D. Dauby and H. Sayer (Forwards). R.E.—Barker (Goal), Beardmore and Morgan (Backs), Cully, Smith and Barton (Halfbacks), Jackson, Blackwell, Brown, Taylor and Brown (Forwards).

The play at the beginning was a fast one and the civilians put up a good combination game. Whitmarsh scored the first goal in less than half a minute. The leather was then in play for a good length of time without any scoring being done, and both sides put up some good play. Barker was kept busy all the time saving shots from all directions. The Engineers then made a rush up and Taylor was in a dangerous position; he looked like equalising but McCubbin at back saved it with the result of a corner. This came out fruitless and Sayer took the ball to the opponent's quarters. A good few shots were tried all of which hit the cross-bar and re-bounded to the field. At last Dauby scored the second goal after a third try. Soon after this the whistle went for half time. The play was about the same in the second half, Whitmarsh and Barker each put in a goal, resulting in four to the Club and the R.E.'s nil. The Sappers tried many a time to score, but luck was against them. The game ended in a win for the Civilians by 4 goals to nil.

LEAGUE TABLE.

Played	Won	Lost	Drawn	Points
R. G. A.	9	0	0	18
"Buffs"	10	2	2	16
R. E.	10	2	6	6
K. F. C.	10	2	6	6
Naval Yard	9	3	0	6
H. K. F. C.	10	2	6	6

CRICKET.

TRIANGULAR CONTEST.

The third triangular contest between the Hongkong Cricket Club and the Navy resulted in an easy win for the former. For the Club, Claxton made the top score—21 runs—out, and was followed by Oliver 6 runs. The Navy were all dismissed for 95 runs with Mr. Oliver top score, 36 runs. The detail scores and analysis are as under.

HONGKONG CRICKET CLUB.

T. E. Pearce, c. Tovey, b. Mulleneux	2
H. W. Kirby, lb.w. b. Hutton	4
R. E. O. Bird, c. Tovey, b. Maundrell	36
A. C. E. Elborough, b. Mulleneux	1
R. E. O. Oliver, c. Noble, b. Hutton	61
H. Hancock, c. Oliver, b. Pelly	13
A. R. Sutherland, c. Noble, b. Mulleneux	0
H. D. Sharpin, c. Tremby, b. Pelly	0
A. A. Claxton, not out	81
H. R. Makin, c. Oliver, b. Noble	24
Forced-Kelvey, c. Oliver, b. Maundrell	0
Extras	7

Total 229

Bowling Analysis.

	O.	M.	R.	W.
Hutton	14	5	34	2
Mulleneux	14	1	60	3
Noble	1	1	0	1
Maundrell	6	5	46	2
Pelly	7	2	18	2
Oliver	2	0	15	0
Haddon	3	0	26	0
Glaster	1	0	23	0

THE NAVY.

Lt. Noble, c. Pearce	4
Rev. Maundrell, c. Sharpin, b. Bird	11
Lt. Pelly, c. Sutherland, b. Bird	6
Capt. Mayhew, R.M.L.I., c. Sutherland, b. Sharpin	20
Commr. Tremby, run out	0
Mr. Oliver, c. Claxton, b. Bird	36
Lt. Tovey, c. Claxton, b. Pearce	0
Dr. Glaster, c. and b. Pearce	0
Lt. Haddon, c. Hancock, b. Pearce	0
1st Lt. Mulleneux, b. Bird	1
Lt. Hutton, not out	13
Extras	4

Total 95

Bowling Analysis.

	O.	M.	R.	W.
R. E. Bird	11	4	41	4
R. E. Oliver	9	2	20	1
H. D. Sharpin	4	1	10	1
T. E. Pearce	5	0	20	3

HOCKEY.

NEWS' OWN CLUB vs. ROYAL ENGINEERS.

This match was played at the Military Ground on Saturday afternoon. Throughout, the game was very even and a fast one. The Engineers opened the scoring in the early part of the game. It then went on for a while without any scoring, with the Engineers attacking. Soon after this the Boys made a rush and shot too wide. The game stood in the first half: R.E. 1, B.O.C. 0.

Better play was seen in the second half. Soon after the start the Boys made a rush at their opponents' goal, the ball being passed to L. L. Goldenberg who qualified. As the game proceeded it went on faster and faster, and the Boys made another rush and a corner was given in favour of them. This was taken by Chunyang who placed the ball well, and A. K. Ellis put in the second goal. In the latter part of the game the Sappers added two more goals in quick succession. The Boys had hard luck at the end. They tried many a time to equalise, but the ball went too wide. The game ended in a win for the Sappers by 3 goals to two.

This is the first hockey match the H. O. C. played since the formation of the Club, and should they stick to it, they will be able to put up a good team next season.

HEMP MACHINES.

LARGE ORDER FOR HONGKONG.

Messrs. M. G. McLane and P. H. Frank, members of the company which owns the McLane hemp machine, are passengers on the liner *Chongka* en route to Hongkong where an order for the manufacture of 100 of the machines is to be placed, says the *Manilla Times*. Their plan is to contract for the earliest possible delivery of 25 machines and they hope to have them delivered in the Philippines by April. The others will be completed toward the middle of the year. When seen by a *Times* reporter on the 3rd inst. Mr. Frank said: "We have just completed a series of very successful tests and are taking our model machine to Hongkong to have 20 machines manufactured. The tests were made on the Wood plantation on Davao gulf and were witnessed by a number of planters. We stripped an average of 400 pounds a day and the work was done very well. Alongside of the machine worked two expert hand-strippers and the machine saved a much higher percentage of the fibre." We have orders for five machines and expect to place many more as soon as they can be made. We have got the best results with a 2½ horse power gasoline motor, after having tried a variety of power schemes. "We expect delivery of 25 machines in April and the rest in lots at intervals of thirty days. The model machine represents a great many years of work and a large outlay of money but we are confident that we have at last got a practical, economic machine." Mr. McLane is to remain in Hongkong for several months but Mr. Frank will return here at the end of January.

SELF-RELIANT CHINA.

THE NEW FOREIGN POLICY.

Some idea of the foreign policy of China, and the reasons that induced the Pekin Government to establish Consulates pretty well all over the earth, was furnished last evening, and ult., by Mr. Lin Jun-Chao (the newly-appointed Consul-General for the German Dependencies in the Pacific) to a representative of the *Sydney Daily Telegraph*. "China is making distinct progress," said the Consul-General, "and I am looking forward to the time when China will be able to take care of herself, independently of outside influence. Our Government to-day recognises the fact that it is most important that they should give consideration to delicate questions in connection with foreign diplomacy. The foreign relations of our country are administered very much like those of other nations—by the Wai-wu pu at home, and by legations abroad." "The duties of our diplomatic and consular officers are in no wise different from those holding corresponding positions among other nationalities. One of the most important duties imposed upon us is to see that protection is afforded to subjects of China, and their interests respected, no matter to what Government or to whose charge they may be committed. Translation of the different laws as applicable to Chinese residents, whether by self-government or Crown colonies, is also one of the many duties we have to report on to our nation."

The latest consular establishments are at Melbourne, Wellington (N.Z.), Rangoon, and Vancouver. Powers to maintain legation establishments in Peking are Great Britain, Austria, Hungary, Belgium, France, Germany, Italy, Japan, Mexico, The Netherlands, Norway, Portugal, Russia, Spain, and the United States. "It may be said," remarked Mr. Lin, continuing, "that China at the present day is living in an atmosphere of internationalism and cosmopolitanism, and realises that no nation or race, however strong and wealthy it may be, should or would say that it is sufficient unto itself, and will learn or accept nothing from others. "The relations of foreign countries with China in the past have been one continuous story of relentless aggression on one hand, and helpless resistance on the other. There were mistakes and misunderstandings on both sides; neither was entirely free from blame, as neither tried to understand the other; but I am happy to say that within the past few years there has been a complete change of attitude for the best, and I feel confident that we are witnessing the sympathy and approval of the nations of the West in the sentiment and opinion of the people in their endeavour to make a new and self-reliant China."

TROUBLE has broken out at Atimopan, Tayabas province, between the Filipinos and Chinese and has assumed the nature of a small race war. Reports received from that place are meagre. In a message from one of the Atimopan merchants it is stated that at midnight, on the night of December 31, Filipinos broke open the doors of every Chinese store in the place. The message does not state whether or not any goods were stolen but says that a letter containing the facts about the trouble will follow. There are at present forty-nine Chinese residents in Atimopan and there are nine Chinese stores located in the town. The exact amount of damage that was done at the time is not stated but the disorder is believed to be entirely local and that an early settlement of the trouble may be effected.

WITH reference to the recent impeachment presented by H.E. Yuan Shu-han, Viceroy in Kwang-tung, against the Kwangtung Railway Company, it is stated that the Kwangtung official body in Peking is somewhat dissatisfied with the restrictions on the shareholders suggested in the memorial. It is also reported that Shi Liang Chen, who is travelling with the Navy Commissioners, having heard that Viceroy Yuan has impeached him, and that he has prayed that the case should be severely dealt with, as was done in the Manchurian and Honan Railway cases, feels concerned for his own safety and desires to break off his journey and return to China before the Navy Commissioners. He has been denounced for connivance with the speculation and neglect of the Board of Directors and Engineer-in-chief, and it is therefore reported that he may be presently deprived of his official rank.

To-day's Advertisements.

NOTICE.

THE VALUE OF THE HONGKONG DOLLAR proclaimed by the Director of the United States Mint for three months to end March 31st, 1910, is .404 in terms of AMERICAN GOLD CURRENCY.

Consular Fees for the quarter ending March 31st, 1910, will be as follows:—
Invoice \$ 6.35
Extra Copy of Invoice 2.50
Landing Certificate 6.25
Bill of Health 12.40
Supplemental Bill of Health 6.35
Hongkong Currency only is accepted in payment of fees at this Consulate-General. The Invoice Clerk is forbidden to accept any Chinese Coin whatever or accept Hongkong Fractional Coin in amounts of over \$2.00 at one time.W. A. RUBLEE,
American Consul-General.
Hongkong, 10th January, 1910. [93]

JAPANESE MESSAGE.

Masseur MEIJI SHA,

GRADUATE OF
KOBE MESSAGE SCHOOL.
ATTENDANCE AT
PATIENTS' RESIDENCE.
No. 171, WANCHAI ROAD,
GROUND FLOOR.
Hongkong, 10th January, 1910. [94]

NOTICE TO CONSIGNEES.

FROM SHANGHAI, YOKOHAMA, MOJI AND KOBE.

THE Steamship

"GREGORY APCAR,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at Consignees' risk and expense into the hazardous and/or extra hazardous godown of the Hongkong and Kowloon Wharf and Godown Co., Limited.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 10th January, 1910. [92]

Events Coming.

Tuesday, 11th January.
Hongkong Benevolent Society Annual Meeting, at the City Hall, 5.15 p.m.Wednesday, 11th January.
Geo. P. Lammett, auction sale of 73,758 bags Flour, at the Hongkong and Kowloon Wharf and Godown Co.'s Godowns, 11 a.m.
Hughes and Hough, Auction sale of sites for Booths and Mats, at the Race Course, 3 p.m.Thursday, 11th January.
Geo. P. Lammett, auction sale of Cigarette Machines and Leather Beltings etc., at No. 82, Praya East, 11 a.m.
Bellion Public School prize distribution, by His Excellency the Governor, at noon.Friday, 14th January.
Water Police Station Smoking Concert, 8.30 p.m.Saturday 15th January.
China Light and Power Co., Ltd., Extraordinary general meeting at the offices of Messrs. Shawan Tomes & Co. 11 o'clock.Monday, 17th January.
Hughes and Hough, auction sale of the Steam Lurch *Pelleas*, at the Kowloon Wharf and Godown Co.'s Wharf, Kowloon, 11 a.m.
Public Works Department, auction sale of Crown land, 3 p.m.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.Tuesday, 18th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.Wednesday, 19th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.Thursday, 20th January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.Friday, 21st January.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.Saturday, 22nd January.
H.K.A. A. A. Marathon race, from Aberdeen to Cricket Ground, 3.30 p.m.
Theatre Royal, A.D.C. "The Toreador" 9 p.m.Tuesday, 25th January.
West Point Building Co., Ltd. Annual Meeting, at the Company's Offices, Victoria Buildings, 11.45 a.m.Hongkong Land Investment and Agency Company, Ltd. Annual Meeting, at the Company's Offices, Victoria Buildings, 11 o'clock noon.
Theatre Royal, Scotch concert, 9 p.m.Friday, 28th January.
Volunteer Ball, 9 p.m.Saturday, 29th January.
Sallypans School prize distribution, by H.E. the Governor, 10 o'clock.
Boxing at City Hall, Billy Bellow vs. Bill Lewis.

To-day's Advertisements.

FOR SINGAPORE, PENANG AND CALCUTTA.

Taking Cargo on through Bills of Lading to Rangoon, Madras and Mauritius.

THE Steamship

"GREGORY APCAR,"
Capt. S. H. Nelson, will be despatched for the above Ports on THURSDAY, the 13th inst., at 3 P.M.
For Freight or Passage, apply to
DAVID SASSOON & CO., LIMITED,
Agents.
Hongkong, 10th January, 1910. [91]

"SHIRE" LINE OF STEAMERS, LIMITED.

NOTICE TO CONSIGNEES, FROM EUROPE.

THE Company's Steamship

"CARNARVONSHIRE,"
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s hazardous and/or extra hazardous Godowns at Kowloon, where each consignment will be sorted out mark by mark, and delivery can be obtained as soon as the goods are landed.Goods not cleared by the 16th inst., at 6 A.M., will be subject to rent.
No Fire Insurance will be effected by us in any case whatever.

All damaged packages must be left in Godown, where they will be examined at 9.30 A.M. on the 15th inst. No Claims will be admitted after Goods have left the Godown nor will they be recognized if presented after 10 days of vessel's arrival here.

JARDINE, MATHESON & Co., Ltd., Agents.
Hongkong, 10th January, 1910. [95]

"BEN" LINE OF STEAMERS.

NOTICE TO CONSIGNEES.

S.S. "RENVORLICH,"
FROM ANTWERP, LEITH, LONDON AND STRAITS.

CONSIGNEES of Cargo are hereby informed that all Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Co., Ltd., whence and/or from the wharves delivery may be obtained.

No Claims will be admitted after the Goods have left the Godown, and all Goods remaining undelivered after the 15th inst., will be subject to rent.

All Claims against the Steamer must be presented to the Undersigned on or before the 22nd inst., or they will not be recognized.

All broken, chafed, and damaged Goods are to be left in the Godown, where they will be examined on the 15th inst., at 11 A.M.

No Fire Insurance has been effected.
Bills of Lading will be countersigned by
GIBB, LIVINGSTON & Co., Agents.
Hongkong, 10th January, 1910. [90]

SALON-CINEMA THEATRE.

THE ONLY FIRST-CLASS SHOW IN THE COLONY.
EXCELLENT FILMS, BEST ARTISTS.ORCHESTRA IN ATTENDANCE. DAILY CHANGE OF PROGRAMME.
COMPLETE CHANGE TWICE A WEEK, MONDAY AND FRIDAY.WYNDHAM (FLOWER) STREET, opposite G. P. O.
DAILY at 6.30 and 9.15 P.M.

Saturdays and Sundays, Matinees

at 4 p.m. (Half-price).

Hongkong, 5th January, 1910. [80]

STATE EXPRESS CIGARETTES.

ARDATH TOBACCO COMPANY,
LONDON.

Winfred in Tins of 50	...	...	...	\$0.50
" " Packets of 20	...	...	...	0.20
Chief Whip in Tins of 50	...	...	...	0.50
Splendo in Tins of 50	...	...	...	0.65
" " " 100	...	...	...	1.30
" " Packets of 20	...	...	...	0.25
No. 555 in Tins of 50	...	...	...	0.80
No. 999 " "	...	...	...	1.20
Turkish Leaf No. 1 in Tins of 50	...	...	...	1.50
" " " 100	...	...	...	8.00
Quo Vadis in Tins of 100	...	...	...	8.00
Winfred Navy Cut Tobacco in ½lb Tins	...	...	...	0.40

These delicious high-class Cigarettes are recognized as the standard of perfection in quality and mode of hygienic manufacture.

H. PRICE & CO., LD.

WINE AND CIGARETTE MERCHANTS.

Telephone 133. 11, Queen's Road.

Shipping—Steamers.

CANADIAN PACIFIC RAILWAY CO.'S

Royal Mail Steamship Line.

"EMPRESS LINE."

Between China, Japan and Europe via Canada and the United States, calling at Hongkong, Shanghai, Nagasaki (through the Inland Sea of Japan) Kobe, Yokohama, Victoria and Vancouver B.C.

The only Line that maintains a Regular Schedule Service of 21 DAYS HONGKONG TO VANCOUVER SAVING 5 TO 7 DAYS' OCEAN TRAVEL.

Proposed Sailings from Hongkong and St. John, N.B. (Subject to alteration).

From Hongkong	From St. John, N.B.
"EMPRESS OF CHINA" SATURDAY, JAN. 29TH.	"EMPRESS OF IRELAND" FRIDAY, FEB. 15TH.
"MONTEAGLE" TUESDAY, FEB. 15TH.	"EMPRESS OF IRELAND" FRIDAY, MARCH 25TH.
"EMPRESS OF INDIA" SATURDAY, FEB. 16TH.	"EMPRESS OF IRELAND" FRIDAY, APRIL 22ND.
"EMPRESS OF JAPAN" SATURDAY, MAR. 26TH.	"EMPRESS OF IRELAND" FRIDAY, MAY 20TH.
"EMPRESS OF CHINA" SATURDAY, APRIL 23RD.	"ALLAN LINE" FRIDAY, JUNE 10TH.
"EMPRESS OF INDIA" SATURDAY, MAY 14TH.	

Each Trans-Pacific "Empress" connects at Vancouver with a Special Mail Express Train and at St. John, N.B. with Atlantic Mail Steamer as shown above. The "Empress of Britain" and "Empress of Ireland" are magnificent vessels of 14,500 tons, Speed 30 Knots, and are regarded as second to none on the Atlantic. The "Empress" Steamers on the Pacific and on the Atlantic are equipped with the Marconi wireless apparatus.

Passengers booked to all the principal points in Canada, the United States and Europe, also Around the World.

HONGKONG TO LONDON, 1st Class, via Canadian Atlantic Port or New York (including Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct line).

Passengers for Europe have the option of going forward by any Trans-Atlantic Line either from Canadian Ports or from New York or Boston.

SPECIAL THROUGH RATES—Special rates (First Class only) are granted to Missionaries, Members of the Naval, Military, Diplomatic, and Consular Services, European Civil Service Officials located in Asia, and to European Officials in the service of the Governments of China and Japan, and the families.

Through Passengers are allowed Stop over privileges at the various points of interest en route.

R.M.S. "MONTEAGLE" carries only "One Class" of Saloon Passengers (termed Intermediate) the accommodation and commissariat being excellent in every way.

HONGKONG TO LONDON, Intermediate on Steamers and 1st Class in Canadian and American Railways.

Via Canadian Atlantic Port £43.

Via New York £45.

For further information, Maps, Guide Books, Rates of Passage and Freight, apply to—

L. W. ORRIDGE, General Manager, Corner Pedder Street and Praya (opposite Blake Pier).

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INDO-CHINA STEAM NAVIGATION CO., LD.

PROJECTED SAILINGS FROM HONGKONG.—(SUBJECT TO ALTERATION).

For	Steamship	On
MANILA	"YUENSANG"	FRIDAY, 14th Jan., 4 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	"FOOKSANG"	FRIDAY, 21st Jan., Noon.
MANILA	"LOONGSANG"	FRIDAY, 21st Jan., 4 P.M.
S'GAPORE, PENANG & CALOUTTA, KUTSANG	"S'GAPORE"	SATURDAY, 22nd Jan., Noon.
S'GAPORE, PENANG & CALOUTTA, LAISANG	"LAISANG"	TUESDAY, 1st Feb., Noon.

FOR THE MANILA CARNIVAL—Feb. 5th to 14th 1910.

A Special reduced fare of \$50 for Return Passengers will be issued for our Sailings to Manila of the 28th January, and 4th February, available for 30 days from date of issue. Passengers taking out these tickets are exempt from the Head Tax.

Steamers have superior accommodation for First-class Passengers, and are fitted throughout with Electric Light.

Taking Cargo on through Bills of Lading to Yangtze Ports, Chafoo, Tientsin & Newchwang.

For Freight & Passage, apply to JARDINE, MATHESON & CO., LD.

Telephone No. 215 Sub. Exch. 4. Hongkong, 8th January, 1910.

CHINA NAVIGATION CO., LTD.

SAILINGS SUBJECT TO ALTERATION.

For	STEAMERS.	TO SAIL
MANILA	"TAMING"	11th Jan., 3 P.M.
TSINGTAU, WEI HAI WEI & CHEFOO	"NA OHANG"	11th Jan., 4 P.M.
AMOY & SHANGHAI	"HUNAN"	11th Jan., 4 P.M.
ZAMBOANGA, CEBU & ILOILO	"KAPUR"	13th Jan., 4 P.M.
SHANGHAI	"CHENAN"	13th Jan., 4 P.M.
NINGPO & SHANGHAI	"KIUEIANG"	14th Jan., 4 P.M.
SHANGHAI	"ANHUI"	16th Jan., Daylight.
MANILA	"TEAN"	18th Jan., 3 P.M.
SHANGHAI	"LIAN"	20th Jan., 4 P.M.
SHANGHAI	"CHIHUA"	23rd Jan., Daylight.

S.S. "Zan" will sail hence for Manila on 1st February and S.S. "Taming" sails from Manila on 15th idem for Hongkong. Special reduced rate of \$50.

Reduced Saloon Fares, single and return, to Manila and Australian Ports. DIRECT SAILING TO WEST RIVER, Twice Weekly.

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State rooms. A duly qualified Doctor is carried. REDUCED FARES. Cargo booked through for all Australian, New Zealand and Tasmanian Ports.

MANILA TWIN-SCREW STEAMERS and TIENTSIN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in State rooms and Dining Saloons.

SHANGHAI LINE.

FAST SCHEDULE TWIN-SCREW STEAMERS (Anhui, Chien, Lin, Chien, Shien) with excellent passenger accommodation; Electric Light throughout and Electric Fans in the State rooms and Dining Saloon, leave Hongkong for Shanghai direct every Thursday and Sunday, taking cargo in through Bills of Lading to all Yangtze and Northern China Ports.

N.B.—Passengers must embark before midnight on Saturday for the Sunday morning sailings. A Company's launch leaves Murray Pier at 10 o'clock every Saturday night.

These steamers land passengers in Shanghai, avoiding the inconvenience of transshipment at Woosung.

Fares:—\$45 single, \$80 return.

For Freight or Passage, apply to BUTTERFIELD & SWIRE, AGENTS.

Telephone No. 36. Hongkong, 10th January, 1910.

HONGKONG—MANILA. CHINA AND MANILA STEAMSHIP COMPANY, LIMITED.

Steamship.	Tons.	Captain.	For	Sailing Dates.
ZAFIRO	1540	R. Rodgers	MANILA	SATURDAY, 15th Jan., at Noon.
ROBI	1540	A. Fraser	"	SATURDAY, 22nd Jan., at Noon.

For Freight or Passage, apply to SHEWAN TOMES & CO., GENERAL MANAGERS.

Hongkong, 6th January, 1910.

Shipping—Steamers.

THE "SHIRE" LINE OF STEAMERS. LIMITED.

PASSENGER SERVICE TO LONDON & ANTWERP.

THE Steamers

"PEMBROKESHIRE" (late "Segura") & "CARMARTHENSHIRE" Offering superior accommodation for First-class Passengers, will be despatched from Hongkong as above, on or about end of January and beginning of March respectively.

FARE TO LONDON ... £85

A Stewardess and fully qualified Doctor are carried.

N.B.—"Pembroke" calls at Marseilles.

For further particulars apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 13th December, 1909.

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OSAKA SHOSEN KAISHA.



REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration.)

TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE AND PUGET SOUND RAILWAY,

AND

THE CHICAGO, MILWAUKEE AND ST. PAUL RAILWAY.

(The only direct train service, with out-shipment point, also shortest and fastest route from the Pacific Coast to CHICAGO). Taking Cargo on through Bills of Lading to all Overland Common Points in the U.S.A. and Canada, also to the principal Ports in Mexico, Central and South America.

For	Steamers	G. Tonnage	Leaves
TACOMA, MOJI, KOBE AND YOKOHAMA	"SEATTLE MARU" Capt. T. Sai O.	6,182	FRIDAY, 21st Jan., at Noon.
Do.	"CHICAGO MARU" Capt.		WEDNESDAY, 23rd Feb., at Noon.

The Co.'s newly built steamers have fair speed. Superior accommodation for steerage passengers situated AMIDSHIP. A limited number of Cabin passengers carried at low rates. Best adapted rooms for carrying Silk, Treasure and Parcels. Special attention given towards Express connection.

HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE.

For	Steamers	Leaves
SHANGHAI via SWATOW and AMOY	"CHOSHUN MARU" Capt. T. Suroga	THURSDAY, 13th Jan., at Daylight.
TAMSAI, SWATOW & AMOY.	"DAIGI MARU" Capt. H. Murayama	SUNDAY, 16th Jan., at 10 A.M.
ANPING via SWATOW and AMOY	"SOHU MARU" Capt. T. Sugi	WEDNESDAY, 19th Jan., at 3 A.M.

Fair speed. Superior passenger accommodation. Electric light throughout. First class cuisine.

The newly built steamers: "CHOSHUN MARU" and "BUJUN MARU"—First class Cabins AMIDSHIP.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, Second Floor, No. 1, Queen's Buildings.

Hongkong, 8th January, 1910.

T. ARIMA, Manager.

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NIPPON YUSEN KAISHA



(THE JAPAN MAIL STEAMSHIP CO.)

PROJECTED SAILINGS FROM HONGKONG—SUBJECT TO ALTERATION.

DESTINATIONS.	STEAMERS.	SAILING DATES, 1910.
MARSEILLES, LONDON AND ANTWERP via SINGAPORE, PENANG, COLOMBO AND PORT SAID	KAMO MARU, Capt. F. L. Sommer, Tons 9000 AKI MARU, Capt. K. Sato, Tons 7000	WEDNESDAY, 19th Jan., at Daylight. WEDNESDAY, 2nd Feb., at Daylight.

VICTORIA, B.C. & SEATTLE ("Kanagawa Maru" leaving Hongkong 15th Feb. due Kobe 19th Feb. connects)	INABA MARU, Capt. R. Takeda, Tons 6500	WEDNESDAY, 16th Feb. From YOKOHAMA.
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VICTORIA, B.C. & SEATTLE ("Iyo Maru" leaving Hongkong 15th Feb. due Yokohama 19th Feb. connects)	TAMBA MARU, Capt. C. H. Butler, Tons 6500	WEDNESDAY, 16th March From YOKOHAMA.
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SYDNEY AND MELBOURNE via MANILA, THURSDAY ISLAND, TOWNSVILLE AND BRISBANE	YAWATA MARU, Capt. T. Tetsuo, Tons 6000 MIKKO MARU, Capt. M. Yagi, Tons 6000	FRIDAY, 21st Jan., at Noon. THURSDAY, 17th Feb., at Noon.
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NAGASAKI, MOJI, KOBE & YOKOHAMA	ATSUTA MARU, Capt. Wm. Thompson, Tons 9000	WEDNESDAY, 13th Jan., at Noon.
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NAGASAKI, KOBE and YOKOHAMA	MIKKO MARU, Capt. M. Yagi, Tons 6000	WEDNESDAY, 19th Jan., at Noon.
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SHANGHAI, MOJI AND KOBE	BOMBAY MARU, Capt. Evans, Tons 5000	FRIDAY, 14th Jan., at Noon.
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BOMBAY, via SINGAPORE AND COLOMBO	TOSA MARU, Capt. Y. Nomura, Tons 5000	TUESDAY, 11th January.
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Equipped with new System of wireless telegraphy. * Cargo only. * Carries deck passengers.

Through Passenger Tickets issued to the Principal Cities in the United States, Canada and Europe, in connection with the GREAT NORTHERN and NORTHERN PACIFIC RAILWAYS and Atlantic Steamers. Round-the-World Tickets also issued. Between Nagasaki and Yokohama, 1st and 2nd class through passengers have the option of travelling by Rail.

From Hongkong direct to Nagasaki 4 days, to Kobe 5 days and to Yokohama 6 days.

For further information as to Freight, Passage, Sailings, etc., apply at the Company's Local Branch Office in Prince's Building, First Floor, Queen's Road.

T. KUBUKOTO, Manager.

Hongkong, 17th December, 1909.

Shipping—Steamers.

THE BANK LINE, LIMITED.

Taking Cargo on through Bills of Lading to all Overland Common Points in the United States of America and Canada, and also for the principal ports in Mexico, and Central and South America.

PROPOSED SA LINGS FROM HONGKONG

VANCOUVER, B.C., TACOMA & SEATTLE via MOJI, KOBE AND YOKOHAMA.

Steamer	Tons.	Captain.	Sailing Date
Suavia	6,232	S. Shotton	19th Jan.
Oreano	4,057	F. W. Davies	10th Feb.
Kewar	6,711	J. M. White	10th March
America	13,131	J. M. White	7th April

These steamers are specially fitted for carriage of Asiatic Steamer passengers. AROEL EXPRESS TO THE UNITED STATES AND CANADA.

For further information, apply to DODWELL & CO., LIMITED, General Agents.

Queen's Buildings.

Hongkong, 22nd December, 1909.

[15]

NAVIGAZIONE GENERALE ITALIANA.

(Florida and Rubattino United Companies).

STEAM FOR BOMBAY VIA SINGAPORE AND PENANG.

Having connection with Company's Mail Steamers to PORT SAID, MESSINA, NAPLES, LEGHORN and GENOA, also VENICE and TRIESTE, all MEDITERRANEAN, ADRIATIC, LEVANTINE and SOUTH AMERICAN PORTS up to CALLAO.

Taking Cargo at through Rates to PERSIAN, GULF and BAGDAD, also BARCELONA, VALENCIA, ALICANTE, ALMERIA and MALAGA.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 5th January, 1910.

[16]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR LONDON, ROTTERDAM AND AMSTERDAM.

THE Steamship "CAPRI," Captain Dini, will be despatched as above on FRIDAY, the 14th inst., at Noon.

For further Particulars regarding Freight and Passage, apply to

CARLOWITZ & Co., Agents.

Hongkong, 5th January, 1910.

[16]

"SHIRE" LINE OF STEAMERS, LIMITED.

FOR MARSEILLES, LONDON AND ANTWERP.

THE Steamship "PEMBROKESHIRE," Captain R. Hayes, will be despatched as above about 25th January.

See Special Advertisement. For Freight or Passage, apply to

JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 11th December, 1909.

[17]

STEAM TO CANTON.

THE New Twin Screw Steel Steamer:

"KWONG TUNG" Capt. H. W. WALKER.

"KWONG SAI" Capt. E. S. OWEN.

Leave Hongkong for Canton at 9 every evening, (Saturday excepted).

Leave Canton for Hongkong at 1.30 every evening, (Sunday excepted).

These fine Steamers, owned by Chinese capitalists and Officer by Europeans, are second to none on the River. Excellent accommodation for eighteen First Class Passengers. The Steamers are lit throughout by Electricity. Electric Fans in State Rooms.

Passage Fare—Single Journey.....\$4.

Meals.....\$1.25 each.

The Company's Wharf is situated in front of the New Western Market, opposite the old Harbour Office.

YUEN ON S.S. CO., LD., and SHIU ON S.S. CO., LD., (No. 3, Queen's Road West).

Hongkong, 10th April, 1909.

REGULAR STEAMSHIP SERVICE TO NEW YORK, via PORTS AND SUEZ CANAL.

(With Liberty to Call at Malabar Coast.)

PROPOSED SAILINGS FROM HONGKONG.

FOR NEW YORK:

S.S.

For Freight and further information, apply to

DODWELL & Co., LIMITED, Agents.

Hongkong, 17th December, 1909.

[18]

Shipping—Steamers.



THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR

STRAITS, CEYLON, AUSTRALIA, INDIA, ADEEN, EGYPT, MEDITERRANEAN PORTS, PLYMOUTH AND LONDON.

(Through Bills of Lading issued for BATAVIA, PERSIAN GULF, CONTINENTAL, AMERICAN and SOUTH AFRICAN PORTS.)

THE Steamship "DEVANHA," Captain H. Powell, carrying His Majesty's Mail, will be despatched from this for BOMBAY, etc., on SATURDAY, the 22nd January, 1910, at Noon, taking Passengers and Cargo for the above Ports in connection with the Company's S.S. "Aquila," 9521 tons, from Colombo. Passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France and Tea for London (under arrangement) will be transhipped at Colombo into the Mail steamer proceeding direct to Marseilles and London, other Cargo for London, etc., will be covered via Bombay by the S.M.S. "India," due in London on 5th March, 1910.

Parcels will be received at this Office until 4 P.M. the day before sailing. The Contents and Value of all Packages are required.

For further Particulars, apply to

E. A. BEWETT, Superintendent.

Hongkong, 8th January, 1910.

[19]

CHARGEURS REUNIS.

(FRENCH STEAMSHIP COMPANY).

(ALL ROUND THE WORLD LINE).

REGULAR FREIGHT SERVICE TO

SAN FRANCISCO, MEXICO, PERU, CHILE, RIVER PLATE, BRAZIL.

The steamers of the CHARGEURS REUNIS Co. proceed from YOKOHAMA DIRECT to SAN FRANCISCO, without any call en route thus affording a fast regular cargo-boat service from China and Japan to San Francisco.

THE Steamship "AMIRAL EXELMANS" will leave on or about 26th January, 1910.

For further particulars apply to

P. A. LAPICQUE & CO., Agents at Hongkong.

No. 4 Queen's Building, Telephone 950.

Hongkong, 7th January, 1910.

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For Sale.

FOR SALE AT

GRACA & CO.'S STORE,

27, DES VŒUX ROAD CENTRAL.

DOLLS.

TOM SMITH'S CRACKERS.

TOYS.

SWEETS.

CHRISTMAS and NEW YEAR CARDS.

ALBUMS.

CHILDREN'S MAIL CARTS, AND

A Variety of Articles suitable for

CHRISTMAS.

INSPECTION INVITED.

GRACA & CO.,

27, DES VŒUX ROAD CENTRAL.

GREEN ISLAND CEMENT COMPANY, LIMITED.

SHARE QUOTATIONS.

Supplied by MESSRS. H. S. KADOORIE & CO. Corrected to noon; later alterations given under "Commercial Intelligence," page 5.

STOCKS.	NO. OF SHARES.	VALUE.	PAID UP.	POSITION AS PER LAST REPORT	LAST DIVIDEND.	APPROXIMATE DIVIDEND AT PRESENT QUOTATION BASED ON LAST YEAR'S DIV.	CLOSING QUOTATIONS.
				RESERVE.	AT WORKING ACCOUNT.		
BANKS.							
Hongkong & Shanghai Banking Corporation	120,000	\$125	\$125	\$1,500,000 \$15,000,000	\$2,007,810	Interim of £2 for account 1909 @ ex 1/9th = \$22.72	\$1,000 sales London 99.10
National Bank of China, Limited	99,925	7	6	\$4,000 \$20,000	\$30,552	\$2 (London 1/6) for 1903	\$65 buyers
MARINE INSURANCES.							
Canton Insurance Office, Limited	10,000	\$250	\$50	\$1,500,000 \$24,483 \$302,79	none	\$10 for 1908	\$145 sellers
North China Insurance Company, Ltd.	10,000	15	15	Tls. 22,000 Tls. 22,000 Tls. 22,000	Tls. 207,573	Final of 7/5 making 15/- for 1908	Tls. 112 1/2
Union Insurance Society of Canton	12,400	\$250	\$100	\$1,000,000 \$102,748 \$105,249 \$682,609	\$8,464,901	Final of \$77 making \$47 for 1907 and interim of \$30 for 1908	\$900 sa. and b.
Yangtze Insurance Association, Limited	12,000	\$100	\$50	\$1,000,000 \$294,405 \$199,264	\$7,767	\$12 and bonus \$3 for 1907	\$250
FIRE.							
China Fire Insurance Company, Ltd.	70,000	\$100	\$20	\$1,000,000 \$438,668 \$138,302	\$375,341	\$6 and bonus \$2 for 1907	\$118 sellers
Hongkong Fire Insurance Company, Limited	8,000	\$250	\$50	\$1,000,000 \$17,107 \$17,107	\$168,711	\$27 for 1907	\$370 sellers
SHIPPING.							
China and Manila Steamship Company, Limited	10,000	\$25	\$25	\$7,000 \$20,000	\$1,035	\$1 for 1906	\$8 sellers
Douglas Steamship Company, Limited	20,000	\$50	\$50	\$20,000 \$100,000	Nil.	2 1/2 for year ending 30.6.1908	\$33
Hongkong, Canton & Amoy Steamboat Co., Ltd.	80,000	\$15	\$15	\$10,000 \$17,107 \$17,107	\$21,179	Interim of \$1 1/2 for account 1909	\$32 sales
Indo-China Steam Navigation Co., Ltd. (Preferred)	60,000	15	15	\$10,000 \$10,000	\$13,755	6/- for 1907 on Preference shares only @ ex 1/10 11/16 = \$3.154	\$63 buyers
Indo-China Steam Navigation Co., Ltd. (Deferred)	60,000	15	15	\$10,000 \$10,000	\$13,755	Final of 2/- for 1908 and interim of 1/- for 1909	65/- buyers
"Shell" Transport and Trading Company, Limited	2,000,000	10	10	\$10,000 \$10,000	\$61,817	\$1.00 for year ending 10.4.1909	\$26 buyers \$14 1/2
"Star" Ferry Company, Limited	10,000	\$10	\$5	\$5,000 \$5,000	\$1,121	\$0.50 for year ending 10.4.1909	\$4 1/2
REFINERIES.							
China Sugar Refining Company, Limited	20,000	\$100	\$100	\$350,000 \$56,848	Dr. \$5,758	\$5 for year ending 31.12.08	\$158 sales
Lusong Sugar Refining Company, Limited	7,000	\$1	\$100	none	Dr. \$31,809	\$3 for 1897	\$22 sellers
Perak Sugar Cultivation Company, Limited	7,000	Tls. 5	Tls. 50	Tls. 100,000	Tls. 6.02	Tls. 10 for year ending 31.8.09	Tls. 355 buyers
MINING.							
China Engineering and Mining Company, Ltd.	1,000,000	1	1	\$17,107 \$17,107	\$1,455	Final of 1/6 making 3/- for 1909	Tls. 18 sellers
Raub Australian Gold Mining Company, Limited	150,000 50,000	1 1	18/10 1	\$4.78	Dr. \$2,191	No. 12 of 1/- = 48 cents	\$6 sellers
DOCKS, WHARVES & GODOWNS.							
Fenwick (Geo.) & Co., Limited	18,000	\$25	\$25	\$5,000 \$5,000	Dr. \$7,481	\$1.75 for year ending 31.12.06	\$10
Hongkong & Kowloon Wharf and Godown Co., Ltd.	60,000	\$550	\$50	\$550,000 \$26,806 \$40,000	\$30,108	None	\$59 buyers
Hongkong and Whampoa Dock Company, Ltd.	50,000	\$5	\$50	\$50,000 \$58,442 \$22,000	\$345,162	Interim of \$1 1/2 for account 1909	\$50 buyers
Shanghai Dock and Engineering Co., Ltd.	55,700	Tls. 100	Tls. 100	Tls. 100,000 Tls. 65,257 Tls. 50,000	Tls. 6,461	Interim of Tls. 2 1/2 for 1910	Tls. 72 1/2 ex d.
Shanghai and Hongkew Wharf Company, Limited	36,000	Tls. 10	Tls. 100	Tls. 100,000 Tls. 125,000	Tls. 22,818	Final of Tls. 6 making Tls. 10 for 1908	Tls. 130 sellers
LANDS, HOTELS & BUILDINGS.							
Anglo-French Land Investment Co., Ltd.	25,000	Tls. 100	Tls. 100	Tls. 15,000 Tls. 15,000	Tls. 4,134	Tls. 6 for year ending 29.2.09	Tls. 105 buyers
Central Stores, Limited	50,123	\$15	\$15	\$15,000 \$15,000	\$24,041	\$1.20 on old and 60 cents on first new issue	\$15 sales
Hongkong Hotel Company, Limited	12,000	\$5	\$5	\$5,000 \$5,000	\$19,272	Interim of \$2.40 on old and 40 cents on new shares for account 1909	\$78 buyers
Hongkong Land Investment and Agency Co., Ltd.	50,000	\$1	\$1	\$1,000 \$1,000	\$26,475	Interim of 3 1/2 for account 1909	\$102 buyers
Humphreys Estate & Finance Company, Limited	150,000	\$1	\$10	\$1,000 \$1,000	\$5,486	60 cents for 1908	\$84 sales
Kowloon Land and Building Company, Limited	6,000	\$50	\$30	\$50,000 \$50,000	\$378	\$1 1/2 for 1908	\$30 sellers
Shanghai Land Investment Company, Limited	78,000	Tls. 50	Tls. 50	Tls. 1,538,045 Tls. 1,538,045	Tls. 142,404	Interim of Tls. 3 for account 1909	Tls. 120 sales
West Point Building Company, Limited	12,500	\$50	\$50	Tls. 100,000 none	Tls. 142,404	Interim of \$2 for account 1909	\$44 buyers
COTTON MILLS.							
Ewo Cotton Spinning and Weaving Company, Ltd.	15,000	Tls. 50	Tls. 5	Tls. 20,000 Tls. 40,098	Tls. 10,991	Tls. 11 for year ending 31.10.09	Tls. 730 buyers
Hongkong Cotton Spinning, Weaving and Dyeing Company, Limited	125,000	\$10	\$1	Tls. 40,098 Tls. 40,098	\$9,553	50 cents for year ending 31.7.08	\$6 sellers
International Cotton Manufacturing Company, Ltd.	10,000	Tls. 75	Tls. 75	Tls. 175,000	Tls. 8,372	Tls. 7 1/2 for year ending 30.9.06	Tls. 75
Lau-kuang-mow Cotton Spinning & Weaving Co., Ltd.	8,000	Tls. 100	Tls. 10	none	Tls. 4,829	Tls. 4 for 1908	Tls. 101
Sey Chee Cotton Spinning Company, Limited	2,000	Tls. 50	Tls. 50	Tls. 1,172	Tls. 15,911	Tls. 50 for 1906	Tls. 425
MISCELLANEOUS.							
Bell's Asbestos Eastern Agency, Limited	8,604	12/6	12/6	\$1,500 \$1,500	\$648	15 % per share for 1908	\$10
China-Borneo Company, Limited	60,000	\$12	\$12	\$1,500 \$1,500	Nil.	\$1.20 for 1908	\$12
China Light and Power Company, Limited	10,000	\$10	\$10	\$10,000 \$10,000	\$61,138	50 cents for year ended 28.2.06	\$6 buyers
China Provident Loan & Mortgage Company, Ltd.	125,000	\$10	\$1	none	\$5,407	80 cents for 1908	\$9 1/2 sales
Dairy Farm Company, Limited	40,000	\$7 1/2	\$6	\$1,000 \$1,000	\$1,891	\$1.20 for year ending 31.7.09	\$16 1/2 sellers
Green Island Cement Company, Limited	400,000	\$10	\$10	\$10,000 \$10,000	\$3,756	Interim of 35 cents for account 1909	\$7 1/2 sa. and b.
H. Price & Company, Limited	12,000	\$10	\$10	\$10,000 \$10,000	\$5,000	8 cents for year ending 31.12.08	\$12
Hongkong Electric Company, Limited	60,000	\$10	\$1	none	\$5,195	\$1 and bonus 20 cts. for year ending 29.2.09	\$20 sellers
Hongkong Ice Company, Limited	5,000	\$25	\$25	none	\$7,616	Interim of \$2 for account 1909	\$180 sellers
Hongkong Rope Manufacturing Company, Ltd.	60,000	\$10	\$10	\$10,000 \$10,000	\$8790	Interim of \$1 for account 1909	\$24 sales
Matschappij tot Mijne, Boort en Landbouwexploitatie in Langkat, Limited	25,000	Gs. 100	Gs. 100	Tls. 316,682 Tls. 316,682	Tls. 316,682	Final of Tls. 12 1/2 and bonus of Tls. 7 1/2 for 1909	Tls. 940 sales
Peak Tramways Company, Limited	35,000	\$10	\$10	\$10,000 \$10,000	\$1,204	80 cents on fully paid shares and 8 cents on 1/- paid shares for year ending 30.4.09	\$13 1/2
Peak Tramways Company (new)	10,000	\$10	\$1	\$10,000 \$10,000	\$1,204	None	\$14 1/2
Philippine Company, Limited	75,000	\$10	\$10	none	\$1,204	None	\$9 1/2 buyers
Shanghai-Sumatra Tobacco Company, Limited	30,000	Tls. 20	Tls. 20	Tls. 14,810 Tls. 7,000	Tls. 5,250	Final Tls. 5 making Tls. 8 for 1908	Tls. 135 1/2 sellers
South China Morning Post, Limited	6,000	\$25	\$25	none	Dr. \$56,603	None	\$24 1/2 buyers
Steam Laundry Company, Limited	20,000	\$25	\$25	none	\$63	40 cents for year ending 31.5.09	\$52
United Waterboat Company, Limited	50,000	\$10	\$10	none	\$172	60 cents for year ending 31.12.08	\$10 1/2 sellers
United Asbestos Oriental Agency, Limited	10,000	\$10	\$5	none	\$342	60 cents per ord. share for year ending 31.5.09	\$12 1/2 buyers
Watson (A.S.) & Co., Limited	90,000	\$10	\$1	\$10,000 \$10,000	\$2,613	Final of 30 cents for 1908	\$7
William Powell, Limited	15,000	\$7	\$7	none	\$782	Final of 30 cts. making 80 cts. for the year ended 30th June, 1906	\$3 sellers
RUBBERS.							
Anglo-Malay Rubber Company, Limited (fully paid)	1,500,000	2/-	2/-	none	none	Interim of 12 1/2 % for account 1909	17/- sales
Balgownie Rubber Estate, Limited	20,000	\$1 1/2	\$1 1/2	none	none	20 % interim for 1909	\$8 1/2 buyers
Gastfield Rubber Estate, Limited	22,500	\$1 1/2	\$1 1/2	none	none	2/6 for 1909	60/- sales
Damansara (Selangor) Rubber Co.	110,000	1/2	1/2	none	none	None	60/-
Golconda Malay Rubber Co.	8,000	1/2	1/2	none	none	None	60/- buyers
Highland & Lowland Para Rubber Co. (fully paid)	181,454	1/2	1/2	none	none	7 1/2 % interim for 1909	25/- nominal
Do. do. (contributory)	135,543	1/2	1/2	none	none	None	4/6 sales
Kamuning (Perak) Rubber Tin & Co.	910,000	1/2	1/2	none	none	None	4/6 sales
Do. do. A shares	105,000	1/2	1/2	none	none	None	4/6 sales
Do. do. B shares	105,000	1/2	1/2	none	none	None	4/6 sales
Kuala Lumpur Rubber Co., Limited	180,000	1/2	1/2	none	none	None	4/6 sales
Linggi Plantations, Limited (ordinary)	900,000	1/2	1/2	none	none	None	4/6 sales
Do. do. (7% pref.)	10,000	1/2	1/2	none	none	None	4/6 sales
Ragalla Rubber Company, Limited (ordinary)	22,500	\$10	\$10	none	none	None	4/6 sales
Do. do. (8% pref.)	2,500	\$10	\$10	none	none	None	4/6 sales
Ladbury Rubber Estates, Limited	6,000	\$10	\$10	none	none	None	4/6 sales
Do. do. (contributory)	40,000	1/2	1/2	none	none	None	4/6 sales
Sagor Rubber Company, Limited	20,000	1/2	1/2	none	none	None	4/6 sales
Sandycroft Rubber Company	1,000	1/2	1/2	none	none	None	4/6 sales
Sekong Rubber Company, Limited	80,000	1/2	1/2	none	none	None	4/6 sales
Shelford Rubber Estate Limited	65,000	1/2	1/2	none	none	None	4/6 sales
Singapore & Johore Rubber Company, Limited	2,500	1/2	1/2	none	none	None	4/6 sales
Sungei Choh Rubber Estate Company, Limited	45,000	1/2	1/2	none	none	None	4/6 sales
Sungei Kaper Rubber Company	110,000	1/2	1/2	none	none	None	4/6 sales

Intimations

COMPANIA GENERAL DE TABACOS DE FILIPINAS.

ESTABLISHED IN 1882. CAPITAL 2,000,000



"LA FLOR DE LA ISABELA."

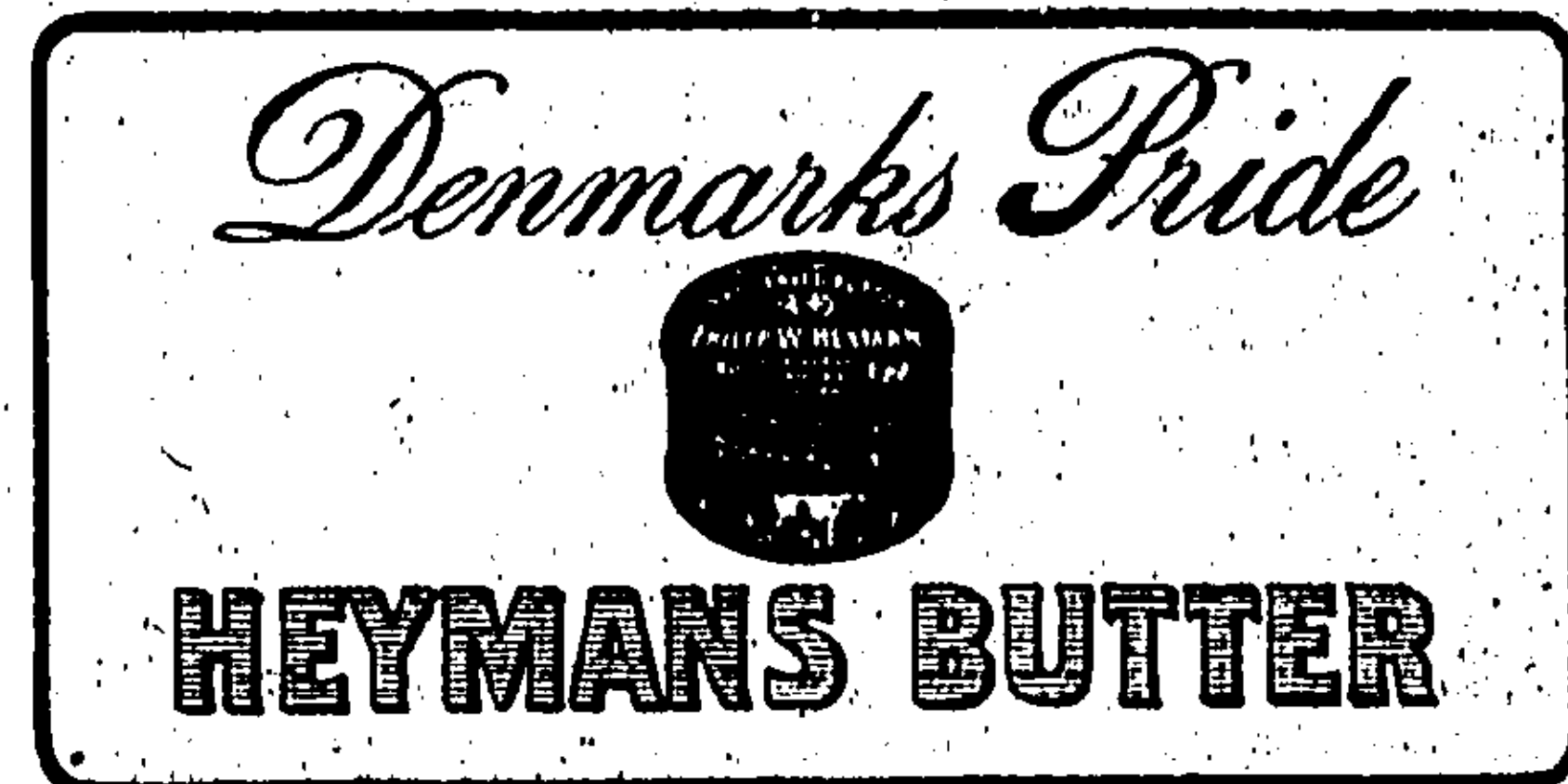
High grade cigars manufactured with the best selected leaf grown in the estates of the Company.

SPECIAL BRANDS:

Pigtails, Vegueros Especiales, Regalia A Lopez, Regalia G Pereira, Favoritos A Lopez, Favoritos A Correa, Perfectos Especiales, Exquisitos, Reina Victoria, High Life, Londres Finos, Conchas Finas, and other Current Brands.

RETAILED IN ALL THE LEADING STORES.

BARRETTO & CO., AGENTS.



SIEMSEN & CO., Sole Agents.

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REMINGTON TYPEWRITERS WITH ALL REQUISITES.

SIEMSEN & CO.,

SOLE AGENTS:

Hongkong, 1st August, 1909.

138

OSMAN & CASUM,

1 & 3, D'AGUILAR STREET.

JUST UNPACKED

Ladies' Trimmed and Untrimmed HATS, RIBBONS, FLOWERS & FEATHERS.

MUSLIN and FIGURED VOILES.

LACE and EMBROIDERIES a speciality.

TABLE LINENS, SERVIETTES and HOUSEHOLD LINENS.

Samples on application.

Coast Port Orders carefully executed

HONGKONG, 6th September, 1909.

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LI KWONG LOONG & CO.,

CABINET-MAKERS AND ART DECORATORS, from Shanghai, has re-opened their FURNITURE STORE

No. 39, DES VERTS ROAD CENTRAL. The only Shop in Hongkong with this name

WHERE HIGH-CLASS FURNITURE of every description can be made to order in any design required.

Have been patronised by the Hongkong Club, Hongkong Hotel, Telegraph Co., Messrs. A. S. Watson & Co., and other leading establishments in the Colony, to whom reference can be made as to the Superior Workmanship and Materials of the Furniture, etc., supplied.

Messrs. A. S. Watson & Co., Ltd., writes as follows:—

"We have pleasure in stating that Mr. LI KWONG LOONG furnished the Amoy to our Dispensary and gave us every satisfaction."

(Sd.) A. S. Watson & Co.

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ORDERS punctually attended to, and CHARGES most moderate.

AN INSPECTION INVITED.

"The Standard," 6th November, 1908.

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TRIN T. G.

ATTEST METHODS OF DENTISTRY.

STUDIO AT NO. 14, D'AGUILAR STREET.

REASONABLE FEES

Consultation Free. Hongkong, 29th June, 1909.

Dr. M. H. CHAN.

DENTIST.

AMERICAN SYSTEM OF DENTISTRY.

25, QUEEN'S ROAD, HONGKONG.

From the University of Pennsylvania, U.S.A.

Hongkong, 29th April, 1909.